

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

VOL. L. No. 5. }
WEEKLY. }

BALTIMORE, AUGUST 16, 1906.

\$4.00 A YEAR.
{ SINGLE COPIES, 10 CENTS. }

Manufacturers' Record.

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS' RECORD PUBLISHING CO.
BALTIMORE.

RICHARD H. EDMONDS, President.
THOMAS P. GRASTY, Vice-President.
FRANK GOULD, Secretary.
VICTOR H. POWER, Treasurer.

RICHARD H. EDMONDS,
Editor and General Manager.

THOMAS P. GRASTY,
General Staff Correspondent.

Branch Offices:

New York—52 Broadway.
Boston—170 Summer Street.
Chicago—505 Fisher Building.
St. Louis—310 Equitable Building.

Charleston, W. Va.—ALBERT PHENIX,
Special Correspondent for West Virginia,
Kentucky and Southwest Virginia.

Subscription, - - - - - \$4 a year
(payable in advance) to United States,
Canada, Mexico, Cuba, Porto Rico, Hawaii
and the Philippines.
To Foreign Countries in the Postal Union,
\$6.50 a year.

[Entered at the Baltimore Postoffice as sec-
ond-class matter.]

BALTIMORE, AUGUST 16, 1906.

SOUTHERN BREADSTUFF EX- PORTS.

The substantial record of increase in breadstuff exports through Southern ports made during the past fiscal year was maintained last month. The value of such exports from all the principal ports in July, 1906, was \$7,910,925, an increase over July, 1905, of \$2,784,417. Increases at individual Southern ports were from \$351,005 to \$1,268,508, or by \$917,503, at Baltimore; from \$73,090 to \$361,053, or by \$287,963, at Newport News; from \$11,683 to \$88,494, or by \$76,811, at Norfolk and Portsmouth; from \$46,712 to \$364,327, or by \$317,615, at Galveston; from \$222,060 to \$229,523, or by \$7,463, at Mobile, and from \$158,695 to \$269,008, or by \$110,313, at New Orleans, a total increase at the six Southern ports mentioned from \$863,245 to \$2,580,913, or by \$1,717,668. The increase is reflected in the following comparison of the first seven months of the calendar years 1905 and 1906:

Districts.	1905.	1906.
Baltimore.....	\$6,827,703	\$14,987,383
Newport News.....	2,755,364	6,269,379
Norfolk and Portsmouth..	568,946	2,031,536
Galveston.....	2,572,462	6,235,854
Mobile.....	1,714,630	1,598,606
New Orleans.....	8,831,639	12,518,189
Total.....	\$23,268,733	\$43,640,947
All principal districts...	\$6,211,063	\$10,243,601

Comparing the seven months in the two calendar years it is seen that the increase in the six Southern districts was from \$23,268,733 to \$43,640,947, or by \$20,372,214, equal to 87.5 per cent., and at all other principal districts from \$42,942,320 to \$56,602,654, or by \$13,660,334, equal to 32.2 per cent.

MANY SMALL RAILROADS.

The building of small railroads is an important and significant feature of transportation development in the South. The number of short lines proposed and also under construction increases daily, many of them being designed for the purpose of handling the output of industries such as coal mining, lumbering, phosphate mining, the gathering of naval stores, etc. There is scarcely a State in the South in which the building of small lines is not in progress in a number of localities. In the mountains of Virginia, West Virginia, Kentucky and Tennessee much of the construction of small lines is done by the trunk roads as feeders, although not a few independent pieces of work are under way. In the States named a large proportion of this new building is on account of coal, although lumbering figures in the situation to some extent. Farther south in North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, and even beyond in Arkansas and Louisiana, the development of timber land and the products therefrom is mainly responsible for the building of many short railroads. This type of construction is particularly active just now throughout these States, and how useful it becomes in the later development of the country is now shown by the utilization of several small lines in Georgia, by means of connections, in making a through route from Augusta to the Gulf of Mexico.

The activity of this variety of railroad work is indicated by the reports of new incorporations received by the MANUFACTURERS' RECORD, hardly a day passing without one or more companies being chartered to build such lines. But it does not always happen that the first building of one of these lumber roads, or even of coal lines, is of small extent. For instance, the Goodyear line in Mississippi, a lumber road, is to be 100 miles long from the beginning, construction for that amount of track being already under way, in addition to the trackage of the line previously built and which was purchased to form the nucleus of this railroad. On the other hand, the Tidewater Railroad, which will be over 400 miles long in Virginia and West Virginia, is an example of what an influence coal mining may have upon the development of a new line.

The construction of small lines of railroad promises to continue indefinitely throughout the entire South, the riches of the country in both mines and forests being so great that none can now see the end of their development.

FOR INDUSTRIAL TRAINING.

Mr. G. Gunby Jordan, president of the board of trustees of the public schools of Columbus, Ga., writes to the MANUFACTURERS' RECORD as follows:

The board of trustees of the public schools of Columbus desire sincerely to thank you for the splendid notice of the Secondary In-

dustrial School in course of construction and which is expected to be opened October 1 next.

The MANUFACTURERS' RECORD is always so prompt to see any marked improvement in any locality of the South, and always presents it in such a readable and interesting manner, that we doubt not our schools will receive very widespread and favorable notice from the article above alluded to.

The working out of this educational project at Columbus will be watched with interest by everyone having at heart the improvement of the educational facilities of the South. It seems to us to be an effort to give the right sort of turn to the public-school curriculum at Columbus, and if we mistake not it was given the right start in the initiative of gentlemen of that city who, successful as manufacturers themselves, desire that the youth of their community shall have opportunity for equipment to do their share and have their share in the industrial growth of the city. Since 1900 the taxable values in Muscogee county, in which Columbus lies, have increased by \$6,748,325, the increase for this year being \$1,606,220, and the property of the county, excluding that of railroads and other classes returned directly to the comptroller-general of the State, is now assessed at nearly \$20,000,000, according to figures published by the *Enquirer-Sun*. It is perfectly natural, therefore, for progressive manufacturers and the city authorities of Columbus to bestir themselves for the betterment of the public-school system, and it is especially gratifying to note that in this particular instance the betterment is partly taking form in this industrial school. For many years cotton manufacturers of the South have liberally supported education in their community. They have built school-houses, in the absence of provision by the authorities, have either supported the schools entirely or supplemented public appropriations so as to insure a good school term, and in various other ways have contributed to the means for local culture. The cotton manufacturers of Columbus have been in the front rank in this movement and have been closely identified from its inception with this industrial school, which may work out as an example for other Southern communities.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 69, 70 and 71.

SEAPORTS BY NATURE.

In an article in the *Scientific American* Lindon W. Bates, Jr., tells of the wonderful achievements of Galveston, Texas, since it was wrecked and lost one-sixth of its population in the disaster of September, 1900. He points to a solid concrete seawall four and one-half miles long built at a cost of \$1,500,000 and paid for in cash, and of the task, now one-third completed, of raising the greater portion of the city to an aver-

age height of 14½ feet above sea-level at a cost of \$2,200,000. This task involves the elevation an average of seven feet above the old grade of street-car lines, gas pipes, water mains, houses, churches—all the complex mechanism of a great metropolis—and the pumping in of 11,000,000 cubic yards of sand. Thus every vital barrier to Galveston's future will be removed, and of that future Mr. Bates writes:

The natural potentialities of the location loom up prominently and entail consequences which are unavoidable. A marked similarity to New York harbor impresses one entering Galveston bay from the Gulf. Twist Galveston around so that its length points out between jetties and the similarity is very strong. The long, narrow peninsula, Bolivar Point, corresponds roughly to Brooklyn. Texas City answers to Jersey City. Each place is the nucleus of a larger growth and of future extensions. But New York is only one of several ports on the Atlantic coast tapping the Northern States and the West by the Lake route. Galveston may be fairly ranked as the one really good seaport west of New Orleans. That means that there can be accurately classed as directly tributary virtually all the territory beyond the belt of the Mississippi steamboat competition. It includes practically all of Texas, Oklahoma, Indian Territory, Kansas, Colorado, Arizona and New Mexico. In the natural course of events all foreign commerce to and from this district and most of that with the Atlantic Eastern States will go via Galveston. Now, Texas alone has an area greater than that of New York, Pennsylvania, Ohio, Illinois and Iowa combined. It includes 170,000,000 acres, ranking in fertility well up with that of these older States. Its population is only 3,500,000. It is as inevitable as the law of gravitation that this area will be filled sooner or later with a population many times greater than it now has, and this means so much more commerce to pass through Galveston's port.

Other seaports west of New Orleans may develop; in fact, Port Arthur, just erected into a port of entry, is developing rapidly. But such development will not conflict with the full realization of all of Galveston's great potentialities. It has demonstrated its power in the fact of its undertaking, practically without outside aid, save relief from certain taxation, its vast and unparalleled plan of rehabilitation and improvement. The courage of its population of less than 30,000 after the disaster and the faith of its people in its future have never been surpassed. That faith had behind it the substantial fact that there are comparatively few locations in the United States that are ports by nature, and that Galveston is one of them. San Francisco bay is another. That should be borne in mind by the faint-heartedness which imagines that by some mischance San Francisco may not recover from its earthquake and fire. Such faint-heartedness does not exist at San Francisco, and if it did, contemplation of its annual commerce of \$90,000,000 or \$100,000,000 a year, bound to increase with the increase of the commercial standing of the United States in the Pacific, would quickly dissipate it. There are some places marked by nature to be and to continue great centers of trade and commerce, in spite of fire, flood, earthquake or tornado. Galveston is one of them; San Francisco is another.

SECOND-CLASS MAIL MATTER.

Publishers of newspapers, magazines and other periodicals entered at the postoffice as second-class matter are deeply interested in the findings which may be made by a joint committee of the United States Senate and House of Representatives, whose appointment has been provided for to investigate the whole subject of second-class mail matter with a view to increasing the rate of postage upon it. The suggestion of the increase of rate is an outcome of an attempt to overcome annual deficits in the operation of the Postoffice Department, and is akin to keeping both the bung and the spigot of a barrel open while stopping up one of the main pipes of supply to the contents of the barrel. The attempt is an expression of a theory that second-class mail matter is the cause of the deficits, when, as a matter of fact, it is one of the main creators of the postal revenues.

It cannot be denied that there are abuses of the second-class rate, notably in the circulation as legitimate periodicals of publications which are essentially mere promoters of special or individual interests and which should be compelled to pay at least double the first-class postage rates. All publishers of genuine periodicals may be expected to aid the postal authorities in suppressing this abuse. But because such abuse may prevail is no reason why the great mass of second-rate material should be made to bear the burden of the operations of the Postoffice Department; it is no reason for the slaughter of the goose that really lays the Postoffice Department's golden egg.

If the members of the joint congressional committee have any doubts on that point they should read a couple of little pamphlets, "Job Jobson" and "Job Jobson's Number Two," written by Wilmer Atkinson of Philadelphia, Pa., and dealing with the postal deficit and second-class mail matter, and, at any rate, representatives of the different kinds of periodicals included in second-class mail should demonstrate that such publications are essentially creators of first-class business for the Postoffice Department. In statements of the expenses of that department the important fact is overlooked that millions of dollars a year are spent by it in circulating free of postage every year government publications by the million in number and by the thousands in tons, such as the Congressional Record, bulky bound volumes of reports of divers bureaus, pamphlets and other material, some of it coming in direct competition with the work of individual authors and publishers. But the fact that the department is carrying, under the franking system, an annual burden estimated at \$15,000,000 really belonging to the other departments of the government is of minor importance compared with the fact that the great mass of mail matter for which publishers pay at the rate of one cent per pound is the source or the inspiration of the great bulk of the mail matter that pays the government two cents an ounce or fraction thereof. This is especially the case with monthly magazines, weekly trade, agricultural or other special publications, and a variety of other periodicals embracing a broad territory in their circulation and carrying advertisements appealing to thousands of readers. Many of these periodicals have incoming and outgoing mail paying first-class rates that averages at least a thousand letters each day. That means \$20 a day, or

nearly \$7500 a year, paid to the Postoffice Department for what may be regarded as the primary correspondence of a periodical concerned with its subscription, advertising and news departments. But this direct payment is as nothing compared with the amount of money spent upon first-class postage as a consequence of the publication of a news item or an advertisement. We have never attempted to secure an estimate of the number of letters received and written by each of the thousand advertisers in the MANUFACTURERS' RECORD, representing many lines of manufacturing and business in all parts of the country called for by the publication of the advertisements. Such an estimate would be an impossibility in the case of any advertiser, inasmuch as the mass of correspondents of advertising firms are inclined to give no heed to the cues or keys of one kind and another which some advertisers have been persuaded to adopt in the vain hope of tracing the effects of their advertisements. And, indeed, it is quite probable that the advertiser is quite as much benefited indirectly as directly by his advertisement, if not more so. No attempt has been made to trace the correspondence started by matter published in any of our news departments, but we have constant suggestions of the far-reaching effects, including hundreds of dollars a week paid for first-class postage, of the publication of fresh information in our Construction Department appealing directly to manufacturers of machinery and its accessories, engineers, municipal and State authorities, contractors of many kinds and supply men. At times we receive letters of good-natured protest against the flood of mail which someone contemplating a new manufacturing plant or a new building is receiving in consequence of our publication of a one-line fact. Here, too, the indirect effects match the direct effects as in the case of the advertisement, and we believe we are within the bounds of conservatism in estimating that the amount of money spent for first-class postage annually as a consequence of the weekly circulation of the MANUFACTURERS' RECORD is at least \$100,000.

This situation, we believe, is not different from that of other first-class periodicals of a special or general character, and that fact, the fact that such publications contribute directly and indirectly so vastly to the income of the Postoffice Department from first-class postage, should be given due weight by the joint congressional committee in seeking to equalize the burdens of the department.

PROTECTION FOR THE SOUTH.

Bearing upon an editorial of the MANUFACTURERS' RECORD warning the South against ex-Governor Douglas' voicing of the cry for free raw materials for manufacturing, the *Lumber Trade Journal* of New Orleans says:

The ex-Governor Douglas here referred to is a manufacturer of shoes on a large scale, and, in demanding free hides and leather, betrays why he wants coal, iron ore, lumber and wood pulp included in the free list. Like the recruit at the time of the war, he is willing to sacrifice all of his first wife's relations to save the country. To get cheaper hides and leather Mr. Douglas is cheerfully willing to sacrifice other commodities in which he has no direct interest. But Mr. Douglas, like many another less eminent authority, overlooks the incidental fact that his own is not the only interest at stake, and that in subjecting the country to the devastating blight of competition on a pauper-labor basis he would reduce or destroy the power of the masses to buy shoes or anything else at any price. The South is yet largely a land of raw material, and New

England has always been and still is an industrial and a "protected" district. The South and other parts of the country do not begrudge New England any reasonable measure of prosperity; they do object to contributing to ends beyond that to their own prejudice. The notion that free trade is a cure-all for the ills that men and women are heir to is hardly less a fallacy than that of a man expecting to maintain himself in comfort after being deprived of the necessary means of earning a livelihood. It would seem to a man up a tree that the tariff reformers in all parts of the country could hardly help but understand that protection is the demonstrated fountain-head in this country of prosperous times, and that free trade, on the contrary, so far as it has been tried, spells ruin and hard times. There is no argument to offset this irrefutable logic of actual events. This country is for itself, not the pauper-infested countries of the Old World. In order that we may ourselves have always the wherewith to buy we must produce and at a profit.

Upon similar lines was an address by Mr. Robert J. Lowry, president of the Lowry National Bank of Atlanta, Ga., before the Alabama Bankers' Convention. Mr. Lowry feels that the South's industrial growth is cultivating Southern support of the protective tariff policy, and in his address he said:

We will support protection because the South is becoming an industrial section. I make bold to say that, in view of this revolution which has industrialized the hitherto agricultural South, the time is coming when the South will again be in favor of protection by tariff, because we will want all these hundreds of factories protected, just as New England has wanted it and had it for the last hundred years or more. This prophecy may not be fulfilled within the lives of many of us, but it's coming, and we will yet be for a high protective tariff. Why? Because we are now manufacturing goods, as New England has been doing for the past century, and our manufacturing is as yet in its infancy, and we will not want foreign goods made by cheap foreign labor pouring in here to supplant the output of our own mills and cut down the dividend on capital which has made our industrial growth possible. We will want and will demand adequate protection by tariff, as the Eastern States have heretofore demanded and received, and representatives from the Southern States will recommend in future years a tariff not only for revenue, but well-nigh prohibitory of foreign goods made by cheap half-fed labor of European countries. We will demand that our wall of protection shall be so high as that we can pay labor in this country decent wages and still sell our goods. We believe in maintaining high wages and good prices. It's better for the wage-earner to have money to buy with, and have prices high, than to have prices cut to a minimum, and the wage-earner have nothing above the scantiest living. We have now high wages in this country, and this wage scale is the direct result of protected manufactures. Our workmen live better, are more intelligent, have a higher standard of living, and yet save more money than the workmen of European countries. The tariff, by reason of the protection it affords to a manufacturer, enables him to pay better wages, and it has therefore raised the level of average American life and evolved a healthy, intelligent, industrious and inventive citizenship. The tariff directly affects the manufacturer in whatever section he may be located, and when the South is filled with plants and factories of all kinds, it will need the tariff or reduce the level of its wage scale and the corresponding level of its average citizenship. If the manufacturer can, under protective tariff, make a greater profit than he can under free trade, then it follows that he can pay more wages.

Mr. Lowry asserted that the manufacture of cotton and iron goods in the South will exceed that of all the other States in the Union and that a high protective tariff will have to be preserved if manufacturers are to make money and to pay decent wages.

These two citations are but indicative of a public opinion in the South which has grown wonderfully in the past 10 or 15 years. The demand for the removal of the tariff upon raw materials for industry, such as lumber, iron, hides, coal, etc., has developed in the section which for 50 years has thrived wonderfully under the opera-

tion of the protective tariff, and it has developed in proportion to the increase in manufacturing importance of the section—the South—that enjoys the natural advantage of possession of the raw material, but which for many years had been content or under economic compulsion to handle such materials only to a comparatively limited extent. Now all that is changing. In the past quarter of a century, for instance, the capital invested in lumbering in the South has come to exceed the capital invested in the industry in the whole country at the beginning of the period; the capital invested in cotton mills in 1905 was nearly \$30,000,000 more than such capital in the rest of the country in 1880; the number of cotton bales used more than 800,000 greater; the number of tons of bituminous coal mined nearly twice as great; the number of tons of coke made more than twice as great, and the number of barrels of petroleum produced in the South twice as great as in the rest of the country in 1880. Between 1900 and 1905 the capital invested in factories in New England increased by \$364,815,748, or 24.2 per cent., and the value of its factory products by \$366,995,337, or 22.1 per cent., while in the South the capital increased by \$629,811,352, or 65 per cent., and the value of the products by \$550,187,127, or 44.4 per cent. Such facts explain the agitation in New England for the admission to this country of raw materials for industry free of duty, but they also point to vigorous resistance on the part of the South to such a policy in the conviction that it would cripple Southern industry immeasurably.

NOT AN OFFICIAL ORGAN.

In a letter to the MANUFACTURERS' RECORD Messrs. B. & P. Armitage, No. 1238 Land Title Building, Philadelphia, Pa., write:

During several years' experience in building short lines of railroad in the South we have found it difficult to come into contact with and select localities ready for railroad developments. The South with its prolific resources offers incomparable opportunities, and the great need seems to be to bring these openings to the notice of the many who, having the knowledge and means, are capable of developing them. There are many small towns and communities anxious to progress, and we have often found, as an outcome of these efforts, boards of trade, commercial clubs and other similar bodies organized for the purpose of obtaining railroad facilities, providing markets, promoting manufacturing and fostering such natural resources as coal, timber, etc. Now as a means of intercommunication in the South, the MANUFACTURERS' RECORD is incomparable, and it seems to us that if it was introduced into these small towns, and, if possible, made the official organ of such bodies, their needs and prospects offered would be brought directly to the notice of those who are on the lookout for just such opportunities. Of course, this idea may be impracticable, but our object will be accomplished if it suggests any method for extension or benefit to the MANUFACTURERS' RECORD and the South.

The MANUFACTURERS' RECORD is convinced that strength for its work for Southern development is increased by its not being the official organ of any special interest, special class or special organization. An official organ is bound to limit the field of its usefulness even in some instances for the very interest which it may represent. It can appeal only to a particular class of readers, and if it essays the exclusive duties of an official organ of one of many similar bodies, as in the case of boards of trade, chambers of commerce, etc., it renders itself liable to be regarded as the special property of that one, and hence lose the opportunity of being of service to the others. The MANUFACTURERS'

RECORD keeps in close touch with all the business organizations of the South that are doing anything for the advancement of their respective communities and of the South as a whole. Through its advertising pages and its news columns are made known their plans to the best of our ability, and if such publicity is not enjoyed it is solely through neglect of the standing invitation of the MANUFACTURERS' RECORD by the officers of business organizations charged with the duty of effective work. Efforts on our part to become even a greater means of intercommunication among agencies of progress in the South and of communication between the South and other parts of the country have been embarrassed at times just because of false notions connected with the idea of an official organ. On the one hand, we have found inexperience imagining that the publication of proper information about a community or about a legitimate project must involve the use of our paid advertisement pages, and, on the other hand, the equally erroneous notion that the use of our advertisement pages gave the advertiser a lien not only upon our news columns, but also upon our editorial policy. Such embarrassments indicate the pitfalls in the way of the official organ, even though there may be greater personal profit for it than for the independent journal appealing in different ways to many varied interests. We believe that the South will be better advantaged by the MANUFACTURERS' RECORD's maintaining its policy of welcoming to its pages all persons and all organizations engaging in legitimate work for Southern development and remaining the unofficial organ of the South as a whole.

E. B. C. HAMBLEY.

The death at Salisbury, N. C., last Monday of Capt. E. B. C. Hambley, vice-president of the Whitney Company, cut off in his prime a man who had achieved notably in Southern development and who was in the midst of direction of one of the greatest undertakings in the South. An Englishman of the best type, Captain Hambley had achieved success as an engineer in Great Britain, India, Africa and elsewhere before he finally engaged in various projects in North Carolina in 1887. Six years before that, as a youth of 19, he had been engaged at the Gold Hill Mines in North Carolina for a while, and it is estimated that at least \$5,000,000 had been invested in the neighborhood of Salisbury directly through him before the \$10,000,000 corporation of Pittsburg capitalists, the Whitney Company, began to carry out the plans for a full realization of the potentialities of the great water-power at the falls of the Yadkin river, involving an immediate expenditure of \$4,600,000 and an ultimate cost of more than \$7,000,000. In this enterprise Captain Hambley was a moving spirit, and he stamped upon it his wonderful personality. Its completion will be his greatest monument.

EASTERN KENTUCKY COAL.

The 1905 coal output in Kentucky amounted to 8,432,523 short tons. A report of the United States Geological Survey on the subject says:

"Kentucky's coal product is drawn from two great coal fields, one in the eastern and one in the western part of the State. The total area underlain by coal in the eastern counties of the State is estimated at 11,180 square miles. The coal-bearing areas in the western part of the State are estimated to contain 5800 square miles, or somewhat more than one-half of that of the eastern part of the State. Up to the

close of 1904 the western district, however, produced considerably more than half the total output of the State, but the recent developments in Pike, Johnson and other counties of the eastern portion of Kentucky lead to the impression that the production in the eastern district will soon exceed that of the western."

SAN FRANCISCO.

If a body wants a whiff of exhilarating San Francisco air, the air of courage and hope, he should get *Sunset* for June-July. In addition to the usual features which have made *Sunset* such a typical expression of the mind of the Pacific coast, the double number contains a number of special articles dealing with the April earthquake and fire from different points of view. There is a poem by Joaquin Miller, who saw the burning from his home on the hill across the bay; a magazine curiosity in the shape of an article by Mr. E. H. Harriman, reprinted from the May emergency edition of the magazine; articles by Charles S. Aiken, on "San Francisco's Plight and Prospect," by Edwin Emerson, Jr., on "Handling a Crisis," by Alexander G. McAdie, on "The Scientific Side of It," a tale, "The Valley of the Shadow," by Charles Gilman Norris, and a number of short sketches bearing upon the disaster. The articles are profusely illustrated, and the issue as a whole is of great interest to students of the earthquake and to everybody who takes a pride in the American spirit so strikingly manifested at San Francisco.

APPRECIATION.

Mr. C. A. Sterne, secretary of the Board of Trade of Palestine, Texas, writes to the MANUFACTURERS' RECORD as follows:

"At a recent meeting of the executive committee of the Palestine Board of Trade of Palestine, Texas, which committee is composed of the leading commercial men of the city, the question was under consideration of the pressing need of a brick manufacturing plant to supply the constant demand for brick, and a motion was made directing the secretary to place an advertisement for such need in some publication that would bring quick results and reach parties interested in such enterprises. With one accord the board recommended the MANUFACTURERS' RECORD as the most valuable publication for best results. I give you this item as evidence of the appreciation in which our board values your excellent publication."

SOUTHERN GRANITES.

Mr. T. M. Waring, secretary and treasurer of the Winstboro Granite Co., Charleston, S. C., in a letter to the MANUFACTURERS' RECORD says:

"We read with a great deal of pleasure your most excellent article on Carolina granites, and especially that part which portrayed the merits and possibilities of the Winstboro granite quarries. We appreciate the work you have done, not only in this particular, but in the grand scope of your efforts to show to the world the inherent wealth and the nascent progress and prosperity of our Southland, the 'El Dorado' of the nation."

A report from Macon, Ga., says that at a meeting of the Chamber of Commerce Messrs. A. E. Chappell, A. W. Smith, Stephen Popper and W. E. Small were appointed a committee to formulate plans for organizing and operating a steamboat line between Macon and Brunswick, Ga., on the Ocmulgee river, and to report at a subsequent meeting.

The Business League of Greenwood, Miss., has been organized with Messrs. W. S. Vardaman, president; J. L. Gillespie, secretary, and T. H. Baird, treasurer.

Municipal Improvements in the South and Southwest.

[Written for the Manufacturers' Record.]

Letters published in this week's issue of the MANUFACTURERS' RECORD from authorities of many cities and towns in the South and Southwest give details of notable activity in municipal improvements recently completed, now under way or planned for the near future, some of them merely awaiting the award of contracts, bids for some still to be opened and others depending upon the vote of citizens under authority from the legislature. The improvements range through practically all municipal activities, of the kind, quite a number of cities having three or four separate undertakings in mind. They include school buildings costing from \$45,000 to \$10,000 or less at Morgan City, La.; Georgetown, S. C.; Clarksville, Tenn.; Tyler, Texas; Frankfort, Ky.; Johnson City, Tenn., and Lafayette, La.; sewerage systems at Batesville, Ark.; Argenta, Ark.; Eatonton, Ga.; Paragould, Ark.; Key West, Fla.; Pensacola, Fla.; Bainbridge, Ga., and Newport, Ark.; street pavements of cement, vitrified brick, asphaltum, bitulithic, macadam, concrete, granite block or other material at Greenville, S. C.; Knoxville, Tenn.; Argenta, Ark.; Batesville, Ark.; Independence, Mo.; Winston, N. C.; Key West, Fla.; Salisbury, N. C.; Pensacola, Fla.; Tuscaloosa, Ala.; Vicksburg, Miss.; Winchester, Va.; Columbus, Ga.; Paris, Texas, and Dyersburg, Tenn., where there is a species of co-operation on the part of the general government, while plans for good-roads building adjacent to Union Springs, Ala., are to be pushed at the rate of 25 miles a year; water-supply improvements at Key West, Fla.; Apalachicola, Fla.; Lagrange, Ga.; Morgan City, La.; Dyersburg, Tenn.; Charlottesville, Va., and Winston, N. C.; city halls at Pensacola, Fla.; Gainesville, Texas; Hawkinsville, Ga.; courthouse at Griffin, Ga., and gas plant at Albany, Ga. These undertakings are a few illustrations of the vast and widespread movement in the South for the betterment of municipal conditions involving the expenditure in the near future of several million dollars. The letters follow:

Albany, Ga.

C. W. Rawson, mayor, Albany, Ga.:

The city of Albany is preparing to let contract for a gas plant. We are now gathering information on the subject. The city is also contemplating other improvements.

Apalachicola, Fla.

H. W. Johnson, mayor, Apalachicola, Fla.:

The water-works system for this city is now in course of construction. When this work is finished a sewerage system will be taken up by the city.

Anderson, S. C.

Jos. Huntley Casey, Anderson, S. C.:

My work is mostly of a class such as private dwellings and business buildings, of which I am planning the following:

Anderson Carnegie Library will be built this fall, \$15,000.

Anderson Banking & Trust Co., bank, \$8000.

Judge W. F. Cox, Anderson, S. C., dwelling, \$12,000.

Thomas C. Jackson, Iva, S. C., dwelling, \$10,000.

J. Reid Garrison, Denver, S. C., dwelling, \$6000.

C. W. Bauknight, Walhalla, S. C., dwelling, \$6000.

Dr. C. L. Guyton, Williamston, S. F. R. D., dwelling, \$6000.

A new dormitory, \$40,000, will be built this fall at Due West Female College, Due West, S. C.

A new postoffice building will be built this fall in Anderson, S. C.; \$50,000 appropriation.

Argenta, Ark.

W. C. Faucette, mayor, Argenta, Ark.:

Franchise was recently granted John G. Vogel for the erection and operation of an electric-light and power plant. Franchise was granted to Argenta Railway Co. for the construction and operation of street-railway system.

The city contemplates the construction of general sewer system and the formation of a special taxing district for the building of 15 miles of paved streets. Our city engineer is R. E. Stalling.

Bainbridge, Ga.

E. A. Wimberley, city clerk, Bainbridge, Ga.:

On August 15 this city will let the contract for steam heating of public-school buildings; boiler capacity required about 2850 feet and 2000 square feet radiation.

On September 10 there will be an election held to decide whether or not the city shall issue \$35,000 of bonds for sewerage system.

Batesville, Ark.

Lyman F. Reeder, mayor, Batesville, Ark.:

An improvement district, known as "Sewer District No. 1," has been established for the purpose of constructing a system of sewers. This district includes about one-third of the residence portion of the city and will require five or six miles of sewerage. Dr. M. C. Weaver, Mr. John Q. Wolf and Judge F. D. Fulkerson have been appointed by the city council as a board of improvement, and have contracted with Mr. H. A. Kingsley, commissioner of public improvements of the city of Little Rock, to make the survey of the district. Bids for the construction of the work will be let immediately upon the completion of this survey.

An ordinance to establish another sidewalk district is now pending in the city council. The proposed district includes all streets of any importance not heretofore embraced, and will require six or eight miles of concrete sidewalk. Work in the district heretofore established is nearing completion, and approximately five miles of new sidewalk has recently been constructed.

A meeting of the stockholders of the Missouri, Arkansas & Southwestern Railway Co. was held in this city August 6. Directors were elected for the ensuing year as follows: R. W. Earnheart, A. T. Evans, Jos. C. Magness, C. H. Hogan and A. B. Matheny. At this meeting it was decided to place bonds to the amount of \$250,000 on the market at once.

The Batesville Power Co. of this place, which was recently granted the privilege of utilizing the power at Lock and Dam No. 1, Upper White river, Arkansas, by act of Congress, expects to begin construction work at an early date. Its plans are now in the hands of the Secretary of War for approval. This power will be utilized for light, heat and power purposes.

Blackwell, O. T.

G. W. Hines, city clerk, Blackwell, O. T.:

Towns contemplation of sewerage are as follows: Ada, I. T.; Sulphur, I. T.; Shawnee, O. T.; Purcell, I. T.; Norman, O. T.; Winfield, Kan., and Mellington, Kan.; water-works, Carmen, O. T., and Frederick, O. T.

Brunswick, Ga.

R. R. Hopkins, mayor, Brunswick, Ga.:

The only work of such character as you mentioned contemplated at present by the

city is the paving of the sidewalks of its principal street with octagon tiling.

Bryan, Texas.

Frank Clarke, city secretary, Bryan, Texas:

We are contemplating building a trolley line from Bryan to College Station, a distance of five miles.

Cape Girardeau, Mo.

C. C. Hawley, city engineer, Cape Girardeau, Mo.:

At the last meeting of the council about two miles of street work was let to Wm. Woods & Co. of this place, to be completed in 90 days. These streets are to be paved with macadam and rolled with a 10-ton steam road roller, to be furnished by the contracting firm. An additional two miles is to be let in the near future, for a part of which bids are now advertised. About one-quarter of the last mentioned is to include groutoid sidewalks, curbs and gutters; cost of first-named two miles to be about \$13,000.

Contract will be let August 8 for a new public-school building to cost about \$15,000; also for a new Methodist church to cost \$20,000 to \$25,000, but am unable to ascertain when the contract will be let. Contract will also be let on August 8 by a local company for a five-story steel structure, including power plant, to be used as an office and trust building, to cost \$100,000. The Elks' lodge is about to build a \$30,000 building. The last Congress appropriated \$100,000 for a federal building at this place, and a site is now being advertised for. The Wright Hotel at Poplar Bluff is about to install a \$3500 steam-heating plant.

Chickasha, I. T.

John H. Venable, mayor, Chickasha, I. T.:

There is to be let a contract about the first of September for the pavement of about six blocks of streets. There is now being constructed extensions to the water-works and sewerage system aggregating in value \$60,000. I am informed that a contract will be let in the near future for a \$20,000 Masonic temple at this place.

Charlottesville, Va.

E. I. Carruthers, auditor and clerk of council, Charlottesville, Va.:

The city council has declined to pass over the mayor's veto the proposition to lease the city's gas plant to Marcus R. Williams and associates of Baltimore. The fight between the lease and the antilease factions has been warmly waged, and not until the deciding vote was cast was it certain which side would win. Immediately after the mayor's veto had been sustained, however, the council voted, almost to a man, to have the matter of lease submitted to the people at the election to be held in November. As the mayor has not yet acted on the resolution, it is uncertain whether the people will have a chance to vote on it or not.

The city has authorized a bond issue of \$135,000 to augment the water supply of the city, which has been rapidly outgrown by our thriving city. The site for the new reservoir and right of way for pipe line has been secured, and the work will soon be vigorously pushed. Of these bonds, \$120,000 will be offered for sale on August 20. The bonds bear interest at 4 per cent., payable semiannually, to run 40 years, with the option in 20 years. Blank proposals and financial statement may be had from the auditor. Contracts for the building of the dam will be let in the next 60 days. Major C. M. Bolton, one of America's foremost engineers, is in charge of the work.

The city has just completed a new fire-house, which is much more centrally located than the former one, thereby giving the citizens more adequate fire protection.

The University of Virginia, located here, is entering upon an era of prosperity. A new hospital ward, a handsome residence for the president, a large mess hall and other buildings will be erected in the near future.

The Chesapeake & Ohio Railway Co., which has recently made improvements in its depot and the erection of an overhead bridge for street traffic at a cost of \$50,000, has secured two squares in the heart of the business section of the city, on which it proposes to erect at an early date a large freight depot.

Clarksville, Tenn.

W. B. Young, city recorder, Clarksville, Tenn.:

The American Snuff Co. has let contract for one of the six reinforced concrete buildings. The cost of entire plant will probably be \$500,000.

The board of education of the city selected the plans of J. W. Gaddis, architect, of Vincennes, Ind., for a \$20,000 high-school building, which contract will be awarded within 30 days. C. D. Runyon is secretary of school board.

Clarksburg, W. Va.

Gladden & Alexander, Clarksburg, W. Va.:

The city of Clarksburg is having 25,000 yards of cement-concrete pavement put down. Gladden, Alexander & Stoye have the contract.

The Clarksburg Steam Laundry Co. is having a two-story store, apartment and laundry building erected, 50x151 feet. The entire structure is to be built of cement blocks. A. P. Gladden is the architect, Gladden & Alexander the contractors, and Gladden, Alexander & Stoye manufacturers of the cement blocks.

Clinton, Mo.

W. H. Shackelford, mayor, Clinton, Mo.:

The city of Clinton has voted \$70,000 for water bonds and \$30,000 for electric lights, and will be ready to advertise for bids to build the plant in 10 days or two weeks. We will pave several miles of streets as soon as our water-works are complete.

Columbus, Ga.

M. M. Moore, clerk, Columbus, Ga.:

Just now the Southern Bitulithic Co. is finishing up about 16,000 square yards of bitulithic, a portion of it let last week at \$1.87 per square yard. The Southern Paving & Contracting Co. commenced last week the paving of First avenue with brick at \$1.80 per yard; about 15,000 yards.

Dalton, Ga.

H. P. Colvard, mayor, Dalton, Ga.:

We have one new cotton factory going up at a cost of \$350,000; a second one going up, which is a cotton-yarn mill, with a capital of \$200,000. We also have an appropriation for a government building for Dalton, which is \$50,000. There are no municipal improvements of any note at the present.

I believe the State of Georgia is in a more prosperous condition throughout than any Southern, Western or Eastern State, and especially in this section. We have three cotton sites near the city of Dalton which could be had for the asking, provided a large cotton mill is built at this place. One tract I know has 40 acres of land, ample water supply, situated on both the Southern and Western & Atlantic railroads. Another, with ample water supply, lies on the Southern Railroad, and with sufficient ground for the factory site and other necessary purposes.

Danville, Ky.

Cabell Breckinridge, Danville, Ky.:

It is likely a postoffice and custom-house will be built here soon, but as yet the matter has not advanced further than the tender on the 10th instant of various lots

for sites. It may and probably will be some weeks before it is known if any of these offers will be accepted. This city is well supplied with gas and electric lights, and has fine water and sewer systems.

Dyersburg, Tenn.

W. A. Fowlkes, Jr., mayor, Dyersburg, Tenn.:

We are just now beginning to build permanent streets. The United States government has agreed to build an object-lesson street for us; that is, furnish expert road builder, superintendent, tools and machinery, etc., the city furnishing labor, materials, repairs, etc., and for this purpose the city of Dyersburg has made an appropriation of \$12,000 for this year's work. The government expert is here now, and we are daily expecting the arrival of the machinery. This is merely the beginning of good road building in this vicinity. The city will probably buy grader, steam roller and other road tools at once, and continue this work within city limits. We are also expending about \$3500 in enlarging our water-filtering plant, etc., work nearing completion.

Eatonton, Ga.

L. J. Wagner of Walton & Wagner, Rome, Ga.:

Eatonton, Ga., has voted on sewerage bonds, which will be on the market in a short time.

We are at Milledgeville at present installing a \$75,000 water-works for the State sanatorium.

Frankfort, Ky.

L. B. Weisenburgh, Jr., Frankfort, Ky.:

The Frankfort Modes Glass Co., just organized for the purpose of manufacturing bottles for distillers' use, capital \$50,000, has purchased site, but no machinery. Address George B. Harper, president.

The Frankfort & Versailles Traction Co., George McLeod, Versailles, Ky., chief engineer, proposes to build a traction road from this city to Versailles. Right of way has been purchased. The work will positively begin within two weeks. The company has secured site for the erection of power-house in this city to cost, it is stated, \$100,000.

The city of Frankfort, E. E. Hume, mayor, has let a contract to Scott & Goins, this city, for erection of additions to the public schools of this city, to cost \$20,000.

The Capital Lumber & Manufacturing Co. planing mill and dry-kilns, burned on August 3, 1906, will rebuild at once; loss \$20,000.

The Mason, Hanger & Coleman Company has just been awarded a contract by the Cincinnati Southern Railway for filling bridges 66 and 67 and taking out tunnel No. 10 in open cut at Cumberland Falls, Ky.; approximate contract price \$223,000.

Gainesville, Texas.

G. M. Rousseau, city secretary, Gainesville, Texas:

This city has an electric-light plant, gas plant, water-works, ice plant, cottonseed-oil mill, besides many other enterprises, and is now paving its streets with vitrified brick. We have just completed a city hall at a cost of \$25,000. There will be no necessity in the near future of issuing bonds.

Georgetown, S. C.

H. W. Fraser, mayor, Georgetown, S. C.:

A vote is to be taken on the 14th of this month for issuing \$35,000 school bonds for the erection of a school building. The city council will buy a steam roller, which is the extent of street improvements this year.

Greenville, S. C.

L. P. Slatery, commissioner of public works, Greenville, S. C.:

About 25,000 yards of cement pavement

is now being placed by contract. This work will probably continue each succeeding year. At the last council meeting a committee was appointed to have submitted plans and specifications for remodeling the city hall.

Griffin, Ga.

N. B. Drewry, mayor, Griffin, Ga.:

Griffin has an electric plant, water-works and sewerage, all new and up to date, and is now making contracts for having the sidewalks relaid in tiling, and then will pave the streets.

A company is now putting up an up-to-date fireproof cotton warehouse, and will have it ready for the coming season.

The county commissioners have had under consideration the building of a new and larger courthouse, and have bought the lot to build on, but have now decided to wait possibly till next year.

A company of citizens are enlarging the Central Cotton Mill, and will soon commence to build a blanket mill.

Hawkinsville, Ga.

C. W. Harris, city clerk, Hawkinsville, Ga.:

We already have a fine system of water-works and sewerage. The water is furnished from an artesian well flowing naturally over 200 gallons per minute, and by using the new air compressor just put in it will afford as high as 600 gallons per minute. We have a fine system of electric lights furnished from power at the cotton mills.

Our sidewalks are well paved with vitrified brick. A bill has just been passed by the legislature to allow us to call an election to vote on issue of bonds to build a new city hall and auditorium to cost \$20,000.

Henderson, Ky.

F. B. Jenkins, Henderson, Ky.:

The common council of the city of Henderson has adopted a resolution to take immediate steps to place before the legal voters of the city the question of issuing bonds to the amount of \$200,000 for the purpose of constructing sewers; election to be held in November.

Petitions are now being signed for an election to pass upon gravel roads and new courthouse for Henderson county. J. H. Hart is county judge.

Preliminary surveys are now being made for railroad from Dixon to Henderson, Ky.

Independence, Mo.

J. Allen Prewitt, mayor, Independence, Mo.:

We are now doing more street improving than at any time in the history of this city. There is being built about three miles of asphalt street paving and two miles of brick. Resolutions have been passed for the building of about three miles more. It is the intention of the administration to pave every street in the city during the next year. The principal streets with asphalt, some with brick, and the side streets with macadam or macadam with tar or other preparation. The city will vote on the 27th of this month to issue \$15,000 sewer and \$15,000 light-improvement bonds. This issue has been carried once, but owing to a technical flaw we must start over.

Johnson City, Tenn.

E. E. Ellsworth, city clerk, Johnson City, Tenn.:

Our city has just let a contract to a local contractor for erection of a six-room brick schoolhouse to cost \$14,000.

There will soon be let a contract for a two-room brick building for a colored school.

The Interior Hardwood Co. is building a \$50,000 factory for the manufacture of veneer doors, hardwood interior finish for buildings, etc.

The National Soldiers' Home of this

place has just let a contract to a local contractor for about \$10,000 in concrete walks.

Key West, Fla.

Geo. L. Babcock, Key West, Fla.:

We expect to establish water supply, sewerage and paved streets in a very short time, and propose to issue securities or regulation of taxes to cover same.

Knoxville, Tenn.

David Getaz, builder, Knoxville, Tenn.:

The city of Knoxville, Tenn., is preparing to let early this fall a considerable quantity of street paving. Vitrified bricks and asphaltum paving will be considered. Address W. O. White, chairman of the board of public works.

The Southern Railway Co. is asking for bids on an extension to their roundhouse here. About \$85,000 is to be spent on that building.

Baumaun Bros., architects of this city, have let to Luther Galyon, contractor, a six-story stone and brick building to be occupied by House & Hassen Hardware Co.; cost of the building \$50,000.

Lafayette, La.

Chas. O. Mouton, mayor, Lafayette, La.:

Our little city will be ready in about 30 days to advertise for bids on two public-school buildings—one to be a central high school and to cost about \$45,000, the other \$10,000.

Lagrange, Ga.

J. D. Edmundson, mayor, La Grange, Ga.:

We have just ordered one mile of water-main extension, work to be done by the home company, the La Grange Water Co. We are open for propositions now for a gas plant.

We have now going up two standard general storage warehouses, one to cost \$35,000 and the other \$20,000, both to be protected by automatic sprinklers. About \$800,000 to \$1,000,000 of improvements are going up now.

Morgan City, La.

C. H. St. Clair, secretary, Morgan City, La.:

Morgan City is one of the most beautiful as well as one of the healthiest towns in Louisiana, located on Berwick bay and only a short distance from the Gulf. Its people are energetic and progressive, and each of its two banks has over \$200,000 of deposits by its citizens. There has recently been built a fine city hall, courthouse and jail, an engine-house and one of the finest iron public markets in the State. It has large schools, well attended, and is planning to build an up-to-date high-school building, and to arrange for a water supply all over the city by putting down large water mains either of glazed earthen or concrete pipes. But none of the proposed work will be done prior to the municipal election in January, 1907.

The locks at Plaquemine will soon be completed, and a deep-water channel to the Gulf is now assured, because it will be constructed by private enterprise and without delay, and this will be of interest to all in the West who are now working for deep water to the Gulf. When these two enterprises are completed there will be no place in all the South which will offer more and better inducements for profitable investments and for industries of many kinds. There will be no harbor superior to this, and those interested in water transportation, foreign or inland, will not be long in learning these facts and taking advantage of them, and they will be welcomed and assisted by the people of this district.

Newport, Ark.

W. R. Thompson, mayor, Newport, Ark.:

We are contemplating installing a system of sewerage here early in 1907, and will want bids from engineers and contractors for the work. We will probably lay

about three miles or mains. We have in last year paved two miles of streets, and are now engaged in paving one mile this season.

Our county (Jackson) has constructed this year a county jail at a cost of \$2200, made of solid stone.

It is quite probable that we may remodel our water-works system this coming year to be in keeping with our sewer plans.

Paragould, Ark.

W. S. Luna, mayor, Paragould, Ark.:

The questions the city council of this city are now considering are these: 1, repairing city water-works; 2, installation of sewerage system. There is already an electric-light system in this city, but it belongs to a private corporation. This corporation now has a contract with the city which will expire in five and one-half years. The company a few days ago through its attorneys sought to get an extension of the present contract for 10 years, but the request was refused. It was stated at the time by some members of the council that the city would some time in the future put in its own electric-light plant.

Paris, Texas.

Hugh H. Price, city engineer, Paris, Texas:

Architects are drawing plans for a \$12,000 auditorium which will be erected in the near future. H. P. Meyer and others are interested.

A number of prominent property-owners of the east side contemplate organizing a corporation for the purpose of constructing a sanitary sewer for the east side of Paris.

The paving of Kaufman street with vitrified brick on a concrete foundation from Mill street to the Frisco is assured, and bids will be asked for within the next 30 days.

The property-owners of South Main street have petitioned the council to extend the paving of South Main street from Washington street to Long avenue.

Pensacola, Fla.

Chas. H. Bliss, mayor, Pensacola, Fla.:

R. C. Storrie, the successful bidder for the sewerage system, costing \$250,000, has been ordered to begin work on September 1. The work is to be completed in 350 days. The engineer in charge is T. Chalkley Hatton of Wilmington, Del.

The contract for building the new city hall, to cost \$68,000, has been awarded to Charles H. Turner of this city, and he will commence the construction this week. The contract provides for it being finished in 260 days, Sundays and holidays excluded.

The board of bond trustees will shortly decide upon the building of a city jail. The city expects to follow up the sewerage with paving, and as soon as the sewerage is well under way the paving will begin. The city expects to spend about \$500,000 in paving.

Sapulpa, I. T.

The Mayor of Sapulpa, I. T.:

We are now desiring to issue to the right party an electric-light franchise.

Spartanburg, S. C.

Joseph T. Hudson, assistant city clerk, Spartanburg, S. C.:

The only improvements going on is in the way of paving streets and sidewalks.

Salisbury, N. C.

H. J. Overman, city clerk, Salisbury, N. C.:

Just at present the city of Salisbury has very little on hand in the way of municipal improvements other than the paving of some eight or ten blocks of streets and the erection of a septic tank.

Government engineers are now on the ground making a survey for a military road to the national cemetery, the last

session of Congress having made an appropriation of \$15,000 for this purpose.

The county of Rowan has called for bids for the erection of a new jail.

St. Augustine, Fla.

C. M. Milburn, mayor, St. Augustine, Fla.:

St. Augustine is at the present time contemplating the paving with vitrified brick San Marco avenue and King street, about one mile in all. It is desired to have this work completed before January 1.

Tulsa, I. T.

John O. Mitchell, mayor, Tulsa, I. T.:

We have let contract to W. A. Stuckey of Coffeyville, Kan., to pave five blocks in our city.

Tuscaloosa, Ala.

F. G. Blair, mayor, Tuscaloosa, Ala.:

In public buildings the United States government has appropriated \$150,000 for a government building here, and plans are now being prepared at Washington. The Elks have raised a fund for the erection of a \$25,000 auditorium, and the plans and specifications have been prepared by W. E. Spink of Birmingham. The Masons are now clearing the ground preparatory to the building of a Masonic temple at a cost of \$25,000. The Episcopal Church has arranged for the building of a rectory at a cost of \$12,000. Tuscaloosa county will vote a new courthouse next November to cost \$100,000.

On municipal improvements the city has just thrown open to the public an artesian well near the city building and is overhauling all its streets, having purchased an entire equipment of modern road-building machinery, building roads with the use of slag, chert, gravel and other such materials. The city was incorporated in 1819, and in all that time the permanent street improvements have not equalled that which is now in progress.

From a commercial standpoint Tuscaloosa has never presented a more prosperous condition. Our store buildings are all occupied, and there is a general overhauling of all the old-style store fronts, which are superseded by modern plate-glass fronts. The building boom in the resident portion is being carried on to accommodate the rapid increase in population. A conservative estimate of our population gives us an increase of 75 per cent. over the government census of 1900. Our industries are all running up to their full capacity, though with some handicap on account of scarcity of labor.

Tyler, Texas.

John H. Bonner, mayor, Tyler, Texas:

The city has water-works, electric-light and sewerage systems, not owned, however, by the municipality. In the last three years we have built two splendid ward school buildings of brick, and have supplied the same with up-to-date furnishings. This has been accomplished by the regular tax levy of 50 cents on the \$100 valuation. We have maintained our school also up to a high standard out of the same fund without the issue of bonds. The school board has in contemplation the erection of a commodious high-school building, work to commence some time this fall. This building will be paid for in the same manner as have the other buildings. There will necessarily have to be some money borrowed for a year or two to complete the building, but it can be obtained locally without the issue of bonds. The building to be erected will cost (estimated) about \$15,000. Our assessed valuations for 1906 is \$3,734,000, an increase of \$150,000 over last year. The actual values are about \$5,000,000 or more.

We have just started a little paving, more as a demonstration idea than otherwise, believing when the citizens see it in their own town it will be a stimulus to

much greater activities along that line. We have also just issued and sold \$30,000 5 per cent. bonds to pay off \$13,000 7s and \$17,000 6s maturing this year.

I am glad to say that the financial condition of Tyler is now on a solid and substantial basis. We owe no floating debt except for current year, all of which will be wiped out when taxes levied for this year come in. Tax levy last year was \$1.78½. This year it is \$1.65.

Union Springs, Ala.

R. E. L. Cope, Union Springs, Ala.:

The board of commissioners of Bullock county are about to undertake the expenditure of a large sum of money in beginning the construction of permanent good roads adjacent to the city limits, and we feel that this movement will result in the construction at the rate of 25 miles per annum of permanent good roads, composed of clay, gravel and stone.

Valdosta, Ga.

J. C. Newman, city clerk, Valdosta, Ga.:

The city of Valdosta will do very little paving this year. We are now preparing to pave a few of the alleys.

Vicksburg, Miss.

B. W. Griffith, mayor, Vicksburg, Miss.:

Our city has taken steps to commence street paving, plans and specifications for one mile of such having been adopted and bids for the construction having been invited. We have also taken preliminary steps for a system of sewerage, which we hope to install in the near future.

Vicksburg, Miss.

J. M. Searles, city engineer, Vicksburg, Miss.:

A private subscription is being worked up by a number of our prominent citizens with the view of building a new water-works plant, thereby relieving the people of the enormous taxes which have for years been imposed on them. The city, under the charter granted nearly 20 years ago, reserved a right to purchase the water-works plant at the expiration of each succeeding 10 years. It will have this right in November, 1906. It is altogether probable that every water consumer will be pledged to take water from the "Citizens' Company."

There is now being erected on our main street an eight-story steel building for the First National Bank of Vicksburg; estimated cost \$250,000.

One of our citizens is now in New York negotiating for the building of another skyscraper of 10 stories. This also is to be of steel. It will be owned by the Mississippi Home Insurance Co. These will be the first steel buildings ever built in Mississippi.

An extension of the street railroad to the Vicksburg National Military Park, a distance of about two miles, now seems to be an assured fact. The coming of the Illinois soldiers in October for the dedication of the \$250,000 monument is forcing the railroad owners to quick and energetic action in this enterprise.

Bids will be received within 30 days for the paving of Washington street; amount of paving about 30,000 square yards. Proposals will be invited for vitrified brick or bitulithic.

Surveys and plans are now being made for a good system of sewerage.

Wagoner, I. T.

A. F. Evans, recorder, Wagoner, I. T.:

We are contemplating the erection of a city hall, a brick structure, with ample accommodation for the city fire department in the lower story, together with city council chamber, city officials' offices and jail accommodations for the police department.

Waco, Texas.

Andrew Goddard, Waco, Texas:

There is now being laid for a skating rink and pleasure hall 100x150 feet on

the corner of 5th and Washington streets a concrete foundation.

A huge manufacturing establishment is now assured for Waco for the purpose of utilizing the fine timber near the city. Up to this time the finest elm, ash, post oak, live oak, water oak, bin oak and bastard white oak have been wasted.

Winchester, Va.

G. H. Kinzel, city treasurer, Winchester, Va.:

At this time there is to be 5000 square yards of vitrified pavement or street to be done, and contracts are coming in; also the Handley Library is to be built. Plans can be had of the board.

Winston, N. C.

Robert P. Henry, city engineer, Winston, N. C.:

The national government will erect a \$60,000 postoffice; a stock company, a \$125,000 hotel; the Masonic Temple Co., Winston, offices, \$100,000; the Masonic Temple Co., Salem, offices and stores, \$30,000, and other stores and offices are being built at an aggregate cost of more than \$150,000.

The city is laying 5000 square yards of granite-block street paving, constructing a 500,000-gallon cement-lined settling tank or basin at the water plant, relaying 6000 feet of outfall sewer, constructing about three miles of laterals in the city and building a mile of macadam street. Individuals have contracted for about 5000 square yards of cement sidewalk and 12,000 square yards of brick sidewalk. The city is laying about two miles of curb this season.

"A Pointer for Banks."

[Wall Street Summary.]

Discussing editorially a banking advertisement from a Southern city which, in addition to the merits of the bank in question, broadly called attention to the advantages of the city, the MANUFACTURERS' RECORD of Baltimore says: "Here is a pointer for all banks everywhere. While there have been demonstrations in number that a bank can directly build up its business by advertising, just as surely as a drug store or a dry goods house may, yet there is in this advertisement a recognition of the broader principle that by building up the entire community a work will be done of great potential advantage to the bank itself, while at the same time the entire community will be benefited and the prosperity of the bank will not be gained at the expense of other institutions of the kind." This is in truth sane comment. In advertising a growing community the best channel through which to work is the local bank. It's the clearing-house, in fact, for the credit and standing of its community; and only good to the outside public and to themselves can result from the adoption of our contemporary's advice by banks situated in rural and outlying localities.

For a Cement Plant.

Mr. B. Baumgartner, 2206 Hemphill street, Fort Worth, Texas, writes to the MANUFACTURERS' RECORD as follows:

"I write you to see if you know of any person or firm that would like to put in a good Portland-cement manufacturing plant that has the finest material and easy to mine at a point which has 14 railways. I have nothing to sell and am not interested except that I hate to see such fine material waiting to be developed."

A dispatch from Newport News, Va., states that the Newport News Shipbuilding & Dry-Dock Co. has been given a contract for a \$1,000,000 steamer for the Mallory Line.

DIVERSIFICATION IN CONCRETE CONSTRUCTION.

[Written for the Manufacturers' Record.]

Remarkable as has been the rapid reconstruction in the area swept in the great Baltimore fire of 1904, and which included the most important retail, wholesale and financial houses and the large office buildings, no one feature of the reconstruction work has attracted as much attention as the great increase in the number of totally or partially fireproof buildings erected. Where before the fire the fireproof structures were confined almost entirely to bank and office buildings, there are now many buildings constructed in whole or in part of fireproof materials, and these buildings are not limited as previously to banks and office buildings, but include almost every class of structure, such as store buildings, warehouses, restaurants, hotels, factories, power-houses and newspaper plants.

The materials and methods used in the totally fireproof buildings consist of several classes and combinations, such as reinforced concrete throughout, including external walls; reinforced concrete skeleton framework, with curtain walls of brick, stone, marble or terra-cotta, and steel-frame skeleton, fireproofed either with concrete and with reinforced concrete floors or terra-cotta hollow tiles and with curtain walls of brick, stone, marble or terra-cotta. But it is particularly the great increase in the use of reinforced concrete in this reconstruction work that has been noteworthy. Concrete, reinforced with steel bars of various designs, had been successfully used in a number of European countries and had been introduced into this country and reached a comparatively high degree of perfection for building construction when the Baltimore fire occurred. Tests made of the one or two reinforced concrete structures that passed through the fire demonstrated thoroughly the adaptability of this material for construction purposes, both from the standpoint of its fireproof qualities and also of its stability. The most notable test made was on the annex of the office building of the United States Fidelity & Guaranty Co. A load test of 300 pounds per square foot was made on a span in this building, designed for a superimposed load of 150 pounds per square foot, and it only showed a deflection of one-sixteenth of an inch, and an additional 100 pounds per square foot was then tried, with practically no change in the result. This test was made by Capt. John Stephen Sewell of the United States engineering corps and a recognized expert on reinforced concrete construction.

These tests made a very favorable impression upon the architects and engineers of the city, and they recognized that a new material for building construction purposes had established for itself a record for meritorious consideration that could not be ignored. Naturally they felt it incumbent upon them, in order to serve the best interests of their prospective clients, to familiarize themselves with both the practical and technical details of reinforced concrete construction, as all signs pointed to a great increase in the use of this method of construction in the rebuilding work. To obtain this knowledge and acquaint themselves with the merits of the various systems was comparatively easy, for Baltimore had become the Mecca of the exponents of every modern method of building construction, and every reinforced concrete system had its representative in the field, ready and willing to furnish full information concerning their various methods. They

readily recognized that here was an opportunity that seldom presented itself to obtain a favorable hearing for this new method of construction, and they sent the best-informed engineers whom they possessed to thoroughly investigate and expound its merits, and thus it may be said that Baltimore has the building construction talent of the country at her feet. That they were successful in impressing upon the architects and engineers of the city the fact that reinforced concrete had reached a degree of perfection that commanded their considerations speaks best for itself in the large number of buildings in which it has been used. The whole burned section is dotted here and there with buildings constructed of this material in some one form or another, and in addition to these it has been used quite extensively in buildings outside of the burned area.

Many of these buildings are notable in their respective classes, and included in the first class, or that of entire reinforced concrete construction, in which no other material was used, are a five-story warehouse, 36x166 feet and 76 feet high, for the Johns Hopkins University, the loads in this building being carried by a framework of girders, columns and pilasters, and between the pilasters are curtain walls of reinforced concrete six inches thick. These walls do not sustain any load and are reinforced for temperature stresses only. This building is designed for a safe live load of 200 pounds per square foot and has been tested with twice the required load, and the maximum deflection of the tested girders was only one-sixteenth of an inch. The spans vary in size, the maximum being 27 feet. Building for the Roland Park Episcopal Church, constructed entirely of concrete, with a number of reinforced arches and with a maximum floor span of 32 feet, and bridge over Jones' Falls for the municipal electrical commission, erected for the purpose of conveying electric cables, and having a clear span of 86 feet with a width of 8 feet and a rise of 10 feet. All of this work was erected under the system of the Expanded Metal & Corrugated Bar Co. of St. Louis, Mo. The 30,000-horse-power Westport electric power-house for the Consolidated Gas, Electric Light & Power Co., which is 115x255 feet, with a single story 70 feet high, and, it is claimed, the largest reinforced concrete power station in the world, and the power-house of the Sonneborn clothing factory, both of which were erected by the Baltimore Ferro-Concrete Co. of Baltimore. The warehouse for the Fairbanks Company, the well-known dealers in machinery and supplies, and which is five stories in height and 80x110 feet, and erected by Merritt & Co. of Philadelphia. Four-story store building for the Hilgenberg estate, and factory building three stories high and 40x120 feet for St. Mary's Industrial School, both of which were built under the system of the Unit Concrete-Steel Frame Co. of Philadelphia, Pa. Power-house for the United Railways & Electric Co., erected at Highlandtown by the Concrete-Steel Co. of Baltimore. Printing establishment of the Friedenwald Company, three stories and basement in height, constructed under the combined systems of the Trussed Steel-Concrete Co. of Detroit, Mich., and the Unit Concrete-Steel Frame Co. of Philadelphia, Pa., that of the former being used for the beams and girders and that of the latter for the floor slabs and walls. This building is the largest factory building constructed entirely of

concrete in the city, being 80.4 feet wide and 279.2 feet long and 48 feet high.

Under the second class, including those buildings in which the skeleton framework of the building, including columns, beams, girders and floors, are of reinforced concrete and the curtain walls of brick, stone, marble or terra-cotta, the increase in the use of this material has been most noteworthy, and the following summary contains the most important of the structures erected in this class: Office building for the Maryland Casualty Co., this structure being three stories in height, 40x208 feet, and constructed according to the Kahn hollow-tile system of reinforced concrete. The girders at the south end of this building span its entire width, being over 36 feet, while at the north end there is a central line of columns and beams, with a clear floor span of 18 feet. This building also contains several spiral reinforced concrete stairways that have attracted considerable attention, owing to the uniqueness of their construction. Factory building for F. Bergner & Co., three stories high, and built of solid concrete reinforced with Kahn bars; subterranean covered reservoir for Detrick & Harvey; several floors in National Marine and National Exchange banks, one floor slab in the latter having a span of over 21 feet; pattern vault for the Central Foundry Co.; first floor in the five-story Piper office building; fieldhouse in Patterson Park, and about twenty bridges in Baltimore county, varying in span from 20 to 48 feet, all of this work being done under the Kahn systems of either solid or hollow-tile reinforced concrete by the Trussed Steel-Concrete Co. of Detroit, Mich. Six-story Turnbull warehouse, 33x171 feet and 78 feet high, all the floors in this building being designed to sustain safely an imposed load of 225 pounds per square foot, and the girders spanning the full width of the building showed one-eighth of an inch deflection under a test of double the required load. This structure was erected under the system of the Expanded Metal & Corrugated Bar Co. of St. Louis, Mo. Marlborough apartment-house, 10 stories in height and 130x162 feet, being, it is claimed, the largest structure of its kind in the world; the Washington apartment-house, six stories in height; Glenn office building, three stories, 55x73 feet; Pennsylvania Railroad Co.'s office building, three stories; seven-story newspaper plant of the Baltimore News; four three-story store and office buildings for W. H. Buckler; William Knabe & Co.'s five-story piano factory, 55x230 feet; warehouse and machine shop, five stories, 25x104 feet, for Thomas C. Basshor Company; shirt factory, three stories, 45x60 feet, for E. Rosenfeld & Co., and all constructed under the system of the Baltimore Ferro-Concrete Co. Kernan's Maryland Hotel, eight stories in height, erected by the Concrete-Steel Co. of Baltimore; warehouse for A. B. McCreery, six stories, 70x130 feet; Professional office building, six stories; Merchants' Hotel, seven stories; Snellenberg's store building, six stories; six-story office building, 40x106 feet, for Maryland Life Insurance Co.; store building for J. Gebhardt & Co., four stories, 33x105 feet, all built under the system of the Armored Concrete Construction Co. of Baltimore. Two wings to Nurses' Home at Johns Hopkins Hospital, each five stories, 42x78 feet, and building for the Baltimore Athletic Club, with reinforced concrete swimming tank 25x60 feet, and both constructed under the system of the Hennebique Construction Co. of New York. Printing plant of the Summers Printing Co., five stories, 50x100 feet, and reinforced with plain round steel bars. Garage for the Mar-Del Mobile Co., three stories, 150x150 feet,

constructed by Wells Bros. Company of New York, and reinforced by the Ramsome twisted bar.

Under the third class, including those buildings with steel frame structures and reinforced concrete floor arches and fireproofing, this material has been used to a great extent for all classes of buildings, as shown in the following list of the most important of this character. The nine-story clothing factory for Henry Sonneborn & Co. of this class is unique both in the steel frame construction and the fireproof floor construction. The unbroken area of the floors made it possible to omit all intermediate steel beams, using 18-inch I beams as girders in but one direction on each floor, with an angle strut in the other direction, and on every alternate floor the girders run at right angles to the girders on the floors above and below it. This construction of the steel frame made it necessary to use concrete floor arches of the long span type, being 15 feet 6 inches from center to center of girders, and carrying a safe live load of 250 pounds per square foot. Six and one-half inches of blue limestone concrete mixed in proportion of one, two and five and Clinton welded wire fabric, 2x12-mesh, of No. 3 and 10 wire, with its continuous bond from outside wall to outside wall, being a distance in one direction of 150 feet and 170 feet in the other, over the tops of the girders, were the materials used for the construction of the various floor arches. The arches were officially tested by Simonson & Pietsch of Baltimore, the architects for the building, with 500 pounds per square foot over an area of 10 square feet without any sign of deflection. Other buildings of shorter spans and lighter loads where the concrete fireproof floor arches were reinforced with lighter Clinton wire fabric are the Belvedere Hotel, Baltimore's largest and finest hotel; eight-story store building, 67x148 feet, for Isaac Hamburger & Sons; two-story granite banking structure for the Merchants' National Bank; the \$500,000 municipal retail fish and produce markets; electric-power plant and Hopkins place substation for the Baltimore Electric Power Company; vaults and sidewalks in the large office building for the Baltimore & Ohio Railroad Co.; residence for Mrs. Henry Barton Jacobs; four-story store and office building for the Carroll estate; Harford avenue substation for the United Railways & Electric Co.; \$500,000 building for the Maryland Institute for the Promotion of Mechanic Arts, and five-story store building for George K. McGaw, all of these structures being erected under the system of the Clinton Wire Cloth Co. of Clinton, Mass., using the Clinton welded-wire fabric in continuous bond. Other buildings in this class include large factory building for the Crown Cork & Seal Co.; National Union Bank building; addition to Wilson Distilling Co.'s plant; four-story store building, 30x115 feet, for Sadtler estate; four-story warehouse, 28x80 feet, for Wm. T. Wilson; five-story store and silversmith plant, 50x103 feet, for Samuel Kirk & Son Company; Chamber of Commerce, five stories in height and 85x186 feet; four-story office building for E. J. Richardson; National Bank of Commerce; five-story office building, 24x60 feet, for Keyser estate; five-story coffee-roasting plant of C. D. Kenny Company; four-story office building, 74x74 feet, for Merchants & Miners' Transportation Co.; three-story Club Hotel, 60x208 feet; First National Bank; Law Building, eight stories in height; five-story office building for Consolidated Gas, Electric Light & Power Co.; two-story restaurant for James A. Whitcomb, and a number of others of less importance,

and all constructed under the system of the Roebling Construction Co. of New York. Thus it will be seen in glancing over the summaries of the different classes and combinations of reinforced concrete structures that it has been used in buildings of a widely diversified character and that its adoption has been general in its scope.

There are many features attached to concrete as a building material which render it attractive for the construction of buildings, one of the principal ones being the cheapness as compared with steel structures, and even with mill or slow-burning structures, the Fairbanks Company's warehouse, previously referred to, being a case in point. Bids on this building were obtained both for mill construction and entire reinforced concrete construction, but the bid submitted for reinforced concrete construction was lower than that for mill construction. Another still more favorable comparison was the factory building for St. Mary's Industrial School, designed by Tormey & Leach of Baltimore. Bids on this building were taken both on entire reinforced concrete construction and on ordinary or joist construction with exterior walls of

a local rubblestone that abounded in the immediate vicinity, but the bid for the concrete was a trifle lower. Another favorable feature is the matter of labor in constructing a building of concrete. With the employment of one or two competent engineers to supervise the work, the majority of the rest of the employees is confined almost entirely to ordinary labor, which in Baltimore can be obtained for about \$1.60 per day. Then, again, the simplicity and small number of materials are other attractive points in its favor. These materials are confined to broken stone or cinders and sand and cement, according to the class of work to be done, and with steel bars for reinforcement. These bars vary in shape and design, according to the ideas of the different systems, some using plain round stock bars, and others bars of various designs, which they claim render the finished product stronger. Many of these companies construct their own work, while others prefer to sell their steel reinforcement bars to the builder and send a competent engineer well versed in their methods to superintend the work and see that the building is properly constructed.

manifested; but this was another Utopian dream from which we have been suddenly awakened. Instead of improvement she has grown steadily worse, and instead of acquiring efficiency, thrift and stability, she has lost all claims she might have had to these qualities.

There is scarcely such a person to be found in Southern towns and cities as a native white servant. Those who are compelled to work prefer employment in the factory or shop at half the wages paid domestic help, even though the duties are less onerous and the pay better. But the foreigner, notably the German girl, is sometimes found here as a domestic, and wherever she works she is well paid and well treated. If enough of the poorly-paid shop and factory girls of the crowded cities of the North could be induced in numbers to come South and accept domestic service, a class would thereby be formed which would afford them the means of social pleasure, recreation and companionship they do not have when they come here alone. And, further, it would enable them to form small communities among themselves which, more than anything else, would prevent discontent and loneliness.

There is no doubt about finding ready employment, and that, too, at good wages. For the Southern housekeeper is all too willing to try anything or any plan looking to relief from the worry and uncertainty of negro help. It is an honorable, honest, self-respecting occupation, and infinitely more elevating and beneficial to the individual than that of the factory or shop, for the refinement of home influence and protection is thrown around the domestic white servant in the South which cannot, from the very nature of the calling, be extended to those in the factory and shop.

While the class distinction between servant and master is and always will be observed here as in all other portions of the civilized world, the people as a whole are democratic and strongly inclined to reckon a person's standing by his true worth rather than by what he has got, so that it is easily seen how quickly true merit, even in an humble occupation, readily compels respect and recognition. The situation just now as to providing this domestic help is one of discouragement. No plan or effort is being made to supply the demand for such labor. It is one of drifting and waiting for something to turn up. But out of it eventually must grow an organized plan, and as a suggestion along this line it would be well to give heed and encouragement to the immigration movement just now being made, for it is from these immigrants, after all, that independence of the negro must be found.

SATISFACTION AT BIRMINGHAM.

Conditions Among Coal, Iron and Steel Men Generally Bright.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., August 13.

Even with prices almost at the top-notch point the Southern pig-iron manufacturers continue to enjoy a good demand for their product. The sales already made cover a large portion of the probable make; in fact, in some quarters the statement is made that the entire make for the balance of the year has about been taken up. Some of the furnace companies in this district are accepting orders for delivery during the first three months of the year. No. 2 foundry iron is selling now at \$14.50 per ton, with small-lot orders and quick delivery commanding \$15 per ton. Special brands and special analysis iron have taken on the same proportion in increase. The production shows but little, if any, improvement. The demand is to be regulated only by the quotations, and

PASSING OF THE NEGRO SERVANT IN THE SOUTH.

By J. T. SLATTER,

Secretary Commercial and Industrial Association, Selma, Ala.

[Written for the Manufacturers' Record.]

While the industrial world of the South is chafing at the restraint imposed by a dearth of skilled labor in the shop, mill and factory, the lack of domestic help in the conduct of the household is breaking up the home and creating a problem in another direction equally as difficult of solution. So far no organized effort to solve it by immigration or otherwise has been attempted, as in the case of skilled labor, nor, in fact, has it been generally discussed with a view of adopting a remedy of any kind, but as it becomes more acute some plan must be tried to improve the conditions. Already in many Southern cities and towns the boarding-houses, lodging-houses and hotels are overcrowded with families who are incapacitated to do household drudgery and unable to have it done at any price within the reasonable bounds of economy. They are forced to accept all sorts of inconveniences and discomforts in consequence, not as a makeshift, but as a permanent thing, while the dream of a home and its freedom becomes more vague and unreal as domestic help grows more mythical.

Is there any wonder that the question of race suicide should become so important when the very foundation of large families is crumbling into decay so fast? Without a home and without domestic help the rearing of children becomes a burden which many people are all too glad to escape by doping their consciences with the excuse of no home.

But what are we going to do about it? People must eat, and they cannot all cook, so what will the end be? So long as the negro woman could be coaxed and cajoled to work for double the wages earned the Southern housewife put up with her slouchy ways and slipshod methods or lack of method, for the average negro woman is about as innocent of any system and method in her work as she is of ambition and purpose in life. But now that no amount of persuasion and pay can induce them to "go into service," as they call it, some other plan must be tried. What it shall be is an open question. The Southern people, as a whole, have a happy faculty of adjusting themselves to conditions with stoic fortitude and complaisance which stands them in great need just now,

for under the trying circumstances they have ample opportunity to call into exercise all of their reserve power in this line.

It is not that the negro servant has grown more shiftless, indolent and unreliable than formerly that this culmination of idleness has been reached, but is largely due to the greater ease of making a living here now by less work than formerly. Improvidence and irresponsibility are dominant characteristics in the negro's make-up, and no amount of education and training will eradicate it. They are, however, clannish in a brutish sort of way, whether from natural instinct or general perversity no one can say, and will occasionally accept service just to help out others who are hungry, but it is a pretty well known fact among housekeepers that when one negro woman works a dozen eat, and often this is the dominant incentive to induce them to work at all. This statement seems to be corroborated by the ratio of those who work to those who idle. When the average negro woman servant has been fortunate enough to escape the police-court fines for fighting, disorderly conduct, stealing or the furniture-installment man, whom she invariably tries to beat, long enough to accumulate a few dollars, she usually becomes to unbearably indifferent to her work and careless of her duties as to either compel her discharge by her employer or pave the way for an excuse to quit on account of "Ah mis'ry 'n 'd spine o' mah ba'k." No matter if there is sickness, or even death, in the household, when this notion of quitting seizes upon her she cannot be prised loose from it.

A few years ago, when the requirements were more exacting and the wages not so good, little or no trouble was encountered in securing fairly efficient help, but today, with wages almost doubled, the duties much lighter, and often two employed to do the work of one, we are confronted with an absolute famine in the market. Such conditions present a paradox in domestic science worthy of a Chicago university professor's most freakish philosophy. Since the Civil War the South has worried along with the negro woman as a servant in the vain hope that freedom and independence would stimulate and encourage an ambition not previously

for that reason there is some talk to be heard in this section in regard to a runaway market. Representatives of some of the larger iron manufacturing concerns in this district deplore a runaway market and announce that they would prefer to see a steady market. The consumers appear to need the iron, and the Southern manufacturers are being called upon to supply a good-sized demand. The home consumption, also, is improving some, the various industries in the Southern territory having a goodly number of orders on hand and others in sight. Conditions in general among the coal, iron and steel men in the Birmingham district are brilliant. There is a smile of satisfaction to be noticed in almost all offices. Efforts are being made now to get off of hands as much of the low-priced orders as possible, and it is believed that before many more weeks will have passed the iron that was sold at \$13 and a little over that price will have been delivered. The surplus iron in this district is at the minimum at present. The yards are almost barren. What little iron is to be seen stacked up around the furnaces does not belong to the furnace companies, and very little of it can be used to fill immediate orders.

The blowing in of furnaces is now being looked forward to in several directions of the Birmingham district. Two furnaces are now ready for the torch, and two others will shortly be ready to go into blast. The iron of half a dozen furnaces could find a ready disposition. It is learned that just as soon as possible all furnaces will be started up again. Labor is still scarce, and the raw-material supply is not as steady as it might be. Whether this is one reason for the furnaces not resuming operation or not cannot be stated, though it is most probable.

There is positively no change in conditions at the steel plants in Alabama, both the steel makers at Gadsden and Ensley doing well and increasing their outputs right along. The finished-steel plants, such as rod, wire and nail mills, rail mills, rolling mills employing steel in their daily operation, are all busy, and while there is some trouble in keeping a full force of labor on hand at all times, the output is good. There is no end to the demand for the various products named. It is announced by the Empire Plow Co. that when its plant at Ensley resumes operation orders are on hand or in sight which will warrant a steady operation for several months to come. The woodworking department is doing well and is preparing for the full operation of the plant. Salesmen are now in the field, and the industry is assured of a steady operation. The Birmingham Machine & Foundry Co. has orders on hand and in sight which will keep it busy for some time to come. Considerable foreign business is being handled by this plant.

The Gilbert Nut-Lock Co., capital stock \$50,000, has been incorporated with Jas. W. Gilbert, president; T. F. Johnson, vice-president, and J. M. Caldwell, secretary. The objects of the company are to manufacture the Gilbert patented nut-locks for "T" crossings and rails of railroads. The principal place of business will be in Birmingham, and it is expected that a plant will be erected.

The convention of the United Mine Workers of America, Alabama district No. 20, called to gather August 14, is attracting attention. President Ed Flynn has stated that there was no authority for any announcement that the convention had been called for the purpose of declaring the strike at the furnace company mines off. He stated that the convention had been called for a consideration of the "welfare of the organization."

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

NEW ELECTRIC PLAN.

Line From New Orleans to Hammond Proposes Large Development.

Mr. A. Monteleone, proprietor of the Commercial Hotel, writes from New Orleans to the MANUFACTURERS' RECORD confirming the report that he is interested in a proposed electric railway from New Orleans to La Branch, Mansack and Hammond, La., and says that he will endeavor to work the plan through, and as soon as it gains headway he will make further arrangements. Such a line, he says, would improve the country traversed, and there would be built along the lake shore summer resorts which would be liberally patronized and of great profit to the railroad company. All the swamp lands would be developed and turned into truck farms, as the lands would produce all kinds of vegetables that would be shipped and sold East and West. The enterprise would consequently induce immigration along its route.

A press report from New Orleans says that the plan includes the building of a shell road as well as an electric railway, and that the Interurban Company of New York, bankers and contractors, may become interested and both build and finance the project, at least in part. That company will investigate the country with the view to participating in the enterprise. Mr. Monteleone is quoted as saying that, in his opinion, most of the stock can be placed in New Orleans, the New York company handling a bond issue of \$500,000. He is anxious to get construction started this year, and a railway company will soon be incorporated. The capital will be equal to the bond issue, namely, \$500,000. The swamp lands extend along the line for 30 miles north of the city, and this is the property of which it is proposed to make truck farms.

New Equipment.

The Opelousas, Gulf & Northeastern Railway is reported to have let a contract to the American Car & Foundry Co. for 250 box cars, 3 passenger coaches and 2 baggage cars.

The St. Louis & San Francisco Railroad is reported to be receiving bids to build 500 box cars and 250 flat cars of 80,000 pounds capacity each, besides 75 tank cars.

Ten passenger coaches and two parlor cars have been ordered from the Pullman Company by the Chesapeake & Ohio Railway.

The Tidewater Railway will, it is reported, purchase about 40 cars of different types.

The Cumberland Railroad will, it is reported, buy 250 coal cars.

The Galveston, Beaumont & Northeastern Railroad is reported to have ordered 40 logging cars to be built by the Beaumont Iron Works.

The Missouri Pacific Railway is reported to be figuring on the purchase of 500 gondola cars with steel underframe.

The Missouri, Kansas & Texas Railway, it is reported, will get prices on a lot of flat cars with steel underframes or perhaps of all steel.

The Illinois Central's order to the Pullman Company is for 20 passenger coaches, 10 baggage cars, 8 combination mail and baggage cars, 5 chair cars and two mail cars.

Baldwin's are building seven locomotives for the Louisiana Railway & Navigation Co.

Reported that 38 locomotives will be

bought by the Frisco system for the Colorado Southern, New Orleans & Pacific Railway.

The Chesapeake & Ohio Railway is expected to soon receive deliveries on its orders for locomotives from the Richmond works of the American Locomotive Co. This covers 42 consolidation engines, 3 Atlantic engines, 3 Pacifics and 3 switchers.

St. Louis & Southeastern.

Mr. James G. Jennings, chief engineer of the Ozark Engineering & Construction Co., writes from De Soto, Mo., to the MANUFACTURERS' RECORD, furnishing the following data:

"The St. Louis & Southeastern Railway Co. was incorporated in Missouri July 28 to build a line from St. Louis via Hillsboro, De Soto, Valle Mines, East Bonne Terre, Flat River and St. Genevieve to Cape Girardeau, about 135 miles. It will connect with the St. Louis & San Francisco, the St. Louis, Iron Mountain & Southern, the Mississippi river and Bonne Terre and the Illinois Southern railroads; also the St. Francis County Electric Railway.

"From South St. Louis the line will run through St. Louis county and up the Big River Valley to the county-seat of Jefferson county, which has the finest agricultural land, and thence to De Soto. From there it will proceed up the valley of the Joachim river to Valle Mines, in the rich lead belt of Southeastern Missouri; also to East Bonne Terre and the Flat River district of the same lead belt, with branches to St. Genevieve and Cape Girardeau, both on the Mississippi river. About 40 per cent. of the right of way has been secured.

"Bids will be opened for construction and equipment when the entire line has been surveyed.

"The officers and directors are O. M. Munroe, president; Wm. J. Manthe, vice-president; Edw. Beisbarth, secretary; J. F. Walther, treasurer; James G. Jennings, second vice-president and chief engineer; John N. Edy, assistant chief engineer, all of De Soto, Mo."

Santa Fe's New Oklahoma Line.

Concerning the recently-reported line of the Santa Fe system in the Indian Territory and Oklahoma, Mr. W. B. Jansen, fourth vice-president of the Atchison, Topeka & Santa Fe Railway system, writes from Chicago to the MANUFACTURERS' RECORD as follows:

"The company was incorporated in Oklahoma, to be known as the Western Oklahoma Railway Co., and was authorized to build from Lindsay, I. T., to Alston, O. T. (162 miles); from Oklahoma City to a point of connection with the first-named line (105 miles), and from Guthrie west to a connection with the second-named line (65 miles) in Blaine county. Construction of but 31 miles of this road, from Alston to Seiling, Oklahoma, is at present proposed. Mr. James Dun, chief engineer, 1033 Railway Exchange, this city, is in direct charge of construction.

"The officers of the company are as follows: President, Henry E. Asp, Guthrie, O. T.; first vice-president, W. B. Jansen, Chicago; second vice-president, J. W. Kendrick, Chicago; third vice-president, G. T. Nicholson, Chicago; secretary-treasurer, E. L. Copeland, Topeka, Kan.; general counsel, Walker D. Hines, New York.

"The country traversed is excellent agricultural lands, generally rolling, the first-named line following generally the valley of the Canadian, the second the North Canadian and the third the Cimarron river.

"The date of opening of bids for con-

struction has not yet been determined upon."

New Railroads Projected.

Several new railroad projects have been developed during the past week, including the following:

The Texas & Northern Railway Co. has been incorporated, with headquarters at Fort Worth, Texas, to build a line from there southward to Egan, Texas, and thence northeast to Dallas, Texas, about 60 miles; capital \$100,000. The incorporators are Oscar Wells, G. H. Colvin and J. B. Daniel of Fort Worth; Rhodes S. Baker, Sidney Reinhardt, Royal A. Ferris and Henry E. Jackson of Dallas; W. A. McDonald of Cleburne, Texas; B. F. McDonald of Fort Scott, Kan., and David Bedell of Iola, Kan.

The Carolina Mineral Railroad Co. of Charlotte, N. C., has been chartered to build a line from Charlotte to Lancaster, S. C., about 40 miles, of which all but five miles will be in North Carolina; authorized capital \$200,000. The incorporators and directors are J. K. Keller, Lancaster, Pa.; John A. Hipple, Marietta, Pa.; D. H. Kulp, Lancaster, Pa.; P. W. Baker, Landisville, Pa.; Israel G. Erb, Lititz, Pa.; A. J. Moore, Waxhaw, S. C.; S. N. Root, Landisville, Pa., and John N. Musser, Manheim, Pa.

The Georgia & Northeastern Railroad has applied for a charter to build a line from Americus, Ga., to Eastman, Ga., 82 miles, via Vienna. The incorporators are J. P. Heard, J. O. Hamilton, Jos. Burns, P. G. McDonald, M. P. Hall, J. J. Cooper, C. T. Stovall, Ed Howell, D. B. Thompson and J. Frank Powell of Vienna, Ga.

Central of Georgia Report.

The Central of Georgia Railway Co.'s annual report for the year ended June 30, 1906, shows gross earnings \$11,396,123, an increase as compared with 1905 of \$1,261,068; operating expenses and taxes \$8,235,213, increase \$817,247; net earnings \$3,160,910, increase \$443,821; total income \$3,435,531, increase \$470,078; profit and loss surplus \$647,866, increase \$541,211. The report also says:

"During the year the steamships City of Savannah and Tallahassee were sold. Contract has been made for an additional ship of the City of Atlanta type, an additional tug and four additional lighters to accommodate the growing business of the company.

"There has been no change in mileage during the year.

"During the year there were established on or adjacent to the lines of this company 194 new industries, representing 29 classes, with a capital of \$6,506,880 and employing 7108 hands. There was a total of 1,641,681 fruit trees planted on our line during the year, and there was an increase of 2,088,854 trees coming into bearing during the year.

"The increase in equipment under trusts is due to the purchase during the year of 450 ventilated box cars, 500 coal cars, 400 flat cars and 50 ballast cars."

Colorado Southern in Louisiana.

Mr. R. M. Quigley of the Kenefick-Hammond-Quigley Company, contractors for building the Colorado Southern, New Orleans & Pacific Railway from Beaumont, Texas, via De Quincey, La., to Baton Rouge, La., is reported as saying that a line will be completed by April next and that 75-pound rail will be used. Furthermore, that the company has graded about 78 miles of road in Louisiana and that tracklaying has begun in Texas. The bridge construction over the Atchafalaya swamp is one of the most difficult pieces of work on the route.

In connection with this road it is said that a bridge will be built over the Missis-

issippi at Baton Rouge, bridge to be used not only by the new line, which is known as a Yoakum property, and consequently affiliated with the Frisco system, but by the Southern Pacific and the Texas & Pacific, these latter lines desiring to avoid the present method of ferrying trains across the river. The river is nearly 3500 feet wide at high water at Baton Rouge, with a maximum depth of 88½ feet. The bluff bank on one side of the river at Baton Rouge is said to offer decided advantages which would easily permit the building of a railroad bridge with a single draw.

Gulf & Interstate Deal.

A report from St. Louis says that the Gulf & Interstate Railway of Texas has been sold by the Commonwealth Trust Co. of St. Louis and L. P. Featherstone of Beaumont, Texas, to the Santa Fe system, which may build some short extensions to the line. The Gulf & Interstate is 70 miles long from Beaumont, Texas, to Port Bolivar, on Galveston harbor, connection with the city of Galveston being made by ferry boat.

Concerning this reported deal a dispatch from Galveston quotes Mr. Featherstone as saying that the Commonwealth Trust Co. did not sell the line, but that some time ago the trust company made a loan to Messrs. Fox Winnie and L. P. Featherstone under an option contract for the road. The loan matured on July 30 and was paid. Concerning the negotiations pending with the Santa Fe, Mr. Featherstone declined to talk.

Other reports from Galveston and Beaumont indicate the prevalence of a belief that the Santa Fe has secured an option on the property.

St. Joseph & Southern.

Mr. John Donovan, vice-president and general manager of the St. Joseph Stock Yards Co., writes from South St. Joseph, Mo., to the MANUFACTURERS' RECORD as follows:

"The St. Joseph & Southern Railroad Co. has been incorporated to construct a double-track railroad between St. Joseph and Kansas City, running through the counties of Buchanan, Platte and Clay. It is not settled yet as to when construction will begin, and no connection is assured other than with the Union Terminal Railroad Co. of St. Joseph, which will furnish its St. Joseph terminals.

"No officers have been elected yet excepting myself as president. The remaining directors are John D. Richardson, Edw. C. Smith, N. B. Biles, Henry Krug, Jr., J. D. Schneider, Jesse I. Roberts and James N. Barnes, all of St. Joseph.

"Engineers will get in the field next Monday (August 13) for the final survey, which, of course, is quite a way in advance of construction."

Street Railway for Fayetteville.

Mr. W. D. McNeill writes from Fayetteville, N. C., to the MANUFACTURERS' RECORD that franchise has been granted to him and associates to build a street railway in Fayetteville, work to begin at once. They will build a line through the principal streets in the city to the wharf on Cape Fear river and to Hope Mills, a manufacturing town about six miles from Fayetteville. Motor cars will be used at first and until electric power can be furnished by a power company now building near that place. They are in the market for 40-pound relaying rail and motor cars. Address Wm. E. Kindley, Fayetteville, N. C.

A Short Line.

Mr. C. E. Ard, professor of physics and electrical engineering of the Mississippi

Agricultural and Mechanical College, informs the MANUFACTURERS' RECORD that franchises have been granted and charter publication begun for an electric railway line connecting the college with Starkville, about two and one-half miles away. The incorporators are ready to consider materials, and will place orders on granting of charter. This road will be built at once, and is financed by local capital. For information address C. E. Ard, Starkville, Miss.

Knox City to Benjamin.

Mr. M. P. Paret, chief engineer of the Kansas City, Mexico & Orient Railway, writes from Kansas City, Mo., to the MANUFACTURERS' RECORD confirming the report that it is intended to extend the line from Knox City, Texas, to Benjamin, Texas, and says that this will be done as soon as possible. The necessary bridge material has been ordered and will be arriving shortly. Rails and fittings the company has on hand. Track ties seem hard to get.

Railroad Notes.

A report from St. Louis says that the proposition to merge the St. Louis & Suburban Railway with the properties of the United Railways Co. of St. Louis has been approved by both companies, the deal involving a total of \$108,000,000.

According to a report from Bristol, Va., the Louisville & Nashville Railroad Co. is surveying near Pennington Gap, Va., to build a new coal road from that point for a distance of about 50 miles in order to reach the Black mountain coal fields.

It is announced that Mr. M. Schuler, industrial commissioner for the last four years on the Frisco System, has had his jurisdiction extended to include also all of the lines of the Rock Island System and of the Chicago & Eastern Illinois Railroad. These three systems have more than 13,000 miles of line, and the centering of the industrial work of such magnitude in one department is a striking tribute to the effectiveness of Mr. Schuler's previous efforts.

Pennsylvania Millers.

At the invitation of Mayor Timanus the Pennsylvania Millers' Association will hold its 29th annual convention in this city September 18, 19 and 20. The Chamber of Commerce has appointed Messrs. W. H. Hayward, Henry A. Wroth, Charles England, Clarence H. Forrest, Emory Kirwan, W. T. Starr, B. F. Starr, T. Murray Maynadier, Charles H. Gibbs, J. J. Buffington and H. G. Luetgervig a committee to arrange for the reception and entertainment of the visitors. The entertainment will include a reception by the Chamber of Commerce, an automobile trip in and around the city, a theater party for the ladies, a banquet, a trip down the bay to Annapolis by the courtesy of the mayor and the harbor board, an inspection of the Naval Academy upon invitation of Secretary Bonaparte and Commander Sands, and a reception by Governor Warfield at the Statehouse. The officers of the Pennsylvania Association are: Messrs. Edward E. Reindollar of Taneytown, Md., president; W. J. Yeager of Reedsville, Pa., and J. Budd Woolston of Mt. Holly, N. J., vice-presidents; S. High Levan of Columbia, Pa., secretary; A. C. Godshall of Landsdale, Pa., treasurer, and Asher Miner, Wilkes-Barre, Pa.; C. F. Strickler, Lebanon, Pa.; A. P. Husband, Philadelphia, Pa.; E. A. Feight, Roaring Springs, Pa., and E. S. Wertz, Reading, Pa., directors.

North Fort Worth, Texas, has organized a commercial club.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Shipments From Jacksonville.

A statement prepared by Secretary Charles H. Smith of the Board of Trade showing the number of vessels clearing from the port of Jacksonville, Fla., during the period between January 1 and July 31, inclusive, with cross-ties and lumber indicates a total tonnage of 995,315 and total shipments of 148,967,112 feet. Of the seven months for which figures are given April shows the largest aggregate shipments, which amounted to 26,893,430 feet. The number of vessels clearing, with the total of shipments for each month, is as follows: January, 49 vessels cleared, carrying 15,269,174 feet; February, 50 vessels, 18,408,197 feet; March, 49 vessels, 17,749,412 feet; April, 57 vessels, 26,893,430 feet; May, 52 vessels, 24,874,878 feet; June, 54 vessels, 24,127,436 feet; July, 57 vessels, 21,644,585 feet.

Purchases Georgia Timber.

A large purchase of timber and lands in Chatham county, Georgia, has recently been consummated by the Tennessee Lumber Co. of Loudon, Tenn. The property consists of the Silk Hope and Lloyd plantations on Salt creek, known as the Owen place, comprising about 4000 acres, including the land and timber, together with the timber on 3000 acres of land belonging to the Lovell estate. The consideration is stated at \$38,000 for the Owen property and \$18,000 for the timber on the Lovell lands. It is understood that the Tennessee Lumber Co. will erect a large sawmill near the junction of the tracks of the Central of Georgia Railway and the Atlantic Coast Line Railway, and will construct a timber tramway to its property. The enterprise will represent an expenditure of about \$150,000.

Mill Property and Timber Bought.

The Orange Lumber Co. of Houston, Texas, recently organized with a capital stock of \$600,000, has purchased from the Orange Lumber Co. of Orange, Texas, its sawmill plant at Orange, together with all its pine-timber lands in Texas, etc. The purchase price is stated at \$882,903.11. Officers of the new company have not been announced as yet, except that C. F. Pannewitz will be general manager. Messrs. Jesse H. Jones, Gerald Fitzgerald and Harry A. Hurt are reported as incorporators of the company.

Crossties in Demand.

By reason of the unprecedented activity in railroad construction in all parts of the country, which makes competition for the purchase of cross-ties keener than it has been for years, it is stated that buyers in Southern sections are paying as high as 57 cents in the woods for ties, and find it difficult to get an adequate supply at this price. At every tie camp or other places where cutters can be found there are several buyers on hand at all times to bid on the ties, and thousands are being bought.

Big Tract Bought.

A report from Asheville, N. C., states that Charles J. Harris of Dillsboro, acting for the Harris-Woodbury Company, has purchased the timber lands of the Whittier Lumber Co., located in Swain county, for a consideration of \$440,024.05. It is stated that the acquisition of this property gives the Harris-Woodbury Company an acreage of 70,000 of virgin hardwood timber of good quality. A large portion of the tract is said to be easily accessible for pulpwood purposes.

Gulfport's Shipments.

The report of the harbor master at Gulfport, Miss., shows that foreign shipments of lumber for July aggregated 17,891,000 feet and coastwise shipments 1,011,000 feet. Nearly all foreign shipments were carried by British, German and Norwegian ships. From January 1 the total shipments amount to 170,794,000 feet.

Turpentine Operators to Meet.

Messrs. A. D. Covington and J. A. Holomon, president and secretary, respectively, of the Turpentine Operators' Association, have issued an official call for the sixth annual convention of the association to be held at Jacksonville, Fla., beginning on September 11. The convention will be in session two days.

Lumber Notes.

The Retail Lumber Dealers' Association of Alabama and Tennessee will meet at Knoxville, Tenn., on August 21.

Lumber shipments through the port of Fernandina, Fla., during July amounted to 10,400,367 feet, including 87,000 cross-ties. Shipments to foreign ports aggregated 1,288,767 feet.

A report from Augusta, Ga., announces that John T. Faultner, operating a large sawmill in Edgefield county, has been awarded a contract to furnish lumber for the construction of 14 trestles on the Greenville & Knoxville Railroad.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Urges Parcels-Post Facilities.

Federico J. Garriga, Avenida de la Industria, 34, Bajo, Seville, Spain:

"It now seems as if the earnestly-hoped for commercial treaty between your country and mine will soon be an accomplished fact. In order that this compact may be crowned with the highest success it is indispensable to establish officially by postal service a means of exchange of small articles whose weight is from three to five kilograms, as is now customary throughout Europe, even increasing the weight to 10 kilograms. Our importing commerce would undergo great changes and the battle between American and German products would assume greater importance, the Americans coming out ahead if they give the same facilities as are now enjoyed by our markets among the other nations of Europe."

Leather Goods and Machinery.

C. Gomez-Palmes, 136 Liberty street, New York:

"Kindly forward me complete lists of manufacturers in the line of all kinds of leather goods—saddlery, harness, trunks, suit cases, traveling bags, pocketbooks, oils and other dressing for leather goods, etc.; also of machinery for sewing, stamping, cutting and otherwise handling leather. I am expecting some buyers from Argentine, and want to be in a position to show them catalogues and export prices from some of the leading manufacturers of this country."

It is announced that the mineralogical bureau of the land and industrial department of the Southern Railway is to be established at Chattanooga, Tenn., in charge of Mr. E. D. Stone.

The Chamber of Commerce of Clarksburg, Tenn., has elected Messrs. M. A. Stratton, president, and P. H. Corbett and H. D. Pettus, vice-presidents.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

The Calvert Cloth Co.

It is announced that the Calvert Cloth Co., recently organized in New York, has leased, will remodel and operate the woolen mill of the Southern Cloth Co., of which Edson M. Schryver is president, offices in the Equitable Building, Baltimore, Md. This plant was formerly operated by the Maryland Woolen Co. It includes a water-power plant of 330 horsepower, a steam-power plant of 300 horsepower and various buildings suitable for woolen-manufacturing purposes. The main structure is three stories high, 108x129 feet, of stone and frame; storeroom and office building is two stories high, 58x29 feet; engine and picker rooms is four stories high, 49x80 feet; pump and boiler-house is one story high, 40x40 feet; the washhouse is 12x38 feet, and there are two large dryhouses. It is reported that the lessee will begin manufacturing by September 1, employ about 200 operatives and weave about 40,000 yards of cloth per month.

The Klots Branch at Lonaconing.

The Klots Throwing Co. of Cumberland, Md., and Carbondale, Pa., has awarded contract to S. W. Wise of Cumberland for the erection of the buildings for its proposed branch silk mill at Lonaconing, Md. Its main mill building will be a two-story structure with basement, 86x96 feet, foundation of concrete and superstructure of brick laid in cement mortar. Power-house will be 24x30 feet in size. There will also be built a water tank capable of holding 7000 barrels of water as a reserve supply in case of accident to the water-works of Lonaconing. About \$65,000 will be the cost of the improvements mentioned. Mr. Wise's contract calls for completing the buildings in four months, and the Klots Throwing Co. will then be ready to install its equipment of machinery for silk-throwing. Mr. J. C. Shriver, civil engineer, Cumberland, will supervise the construction work.

Improvements at Rosemary Mill.

The Rosemary Manufacturing Co. of Roanoke Rapids, N. C., has begun the construction of a new steam turbine power-house after plans and specifications by Fred S. Hinds of Boston, Mass. This structure will be 37x64 feet in size. It will house a 600-kilowatt turbo-generator plant to furnish auxiliary power for the cotton mill. Contract for the power-house wiring and pole lines has been awarded to the Chesapeake Construction Co. of Norfolk, Va., and E. W. Trafford of Richmond, Va., is the consulting engineer in charge.

The Rosemary Manufacturing Co. was mentioned some weeks ago as contemplating to add 5000 spindles and 150 looms to its mill.

Enlarging Baltimore Netting Mill.

The W. & J. Knox Net & Twine Co. of Calvert and Lombard streets, Baltimore, Md., has received plans and specifications from L. H. Gager, architect, for the erection of a large addition to its present plant for the manufacture of cotton and linen netting. This addition will consist of a three-story building 80x200 feet in size, in

which will be installed modern textile machinery for the company's purposes. Contract for the construction work has been awarded to the Flynt Building Construction Co. of Palmer, Mass., the cost to be about \$50,000. The W. & J. Knox Net & Twine Co. also operates a mill at Mountain Island, N. C.

The Drayton Mills.

The Drayton Mills of Spartanburg, S. C., is making steady progress with the construction of its additional mill, referred to at some length in the MANUFACTURERS' RECORD of April 12. Messrs. G. H. Cutting & Co. of Worcester, Mass., contractors for the building, expect to have the structure ready for machinery by September 1. The Drayton Mills increased its capital stock from \$250,000 to \$600,000 to provide for this enlargement, and is to add 26,136 spindles and 492 looms, increasing its total equipment to 45,000 spindles and 850 looms, besides installing a new steam-power plant.

The Cedartown Knitting Co.

The Cedartown Knitting Co., referred to last week in connection with enlargement work, owns the Josephine Mills and the Wahneta Mills at Cedartown, Ga., only the former plant being in operation at this time. The Josephine Mills has 125 knitting machines and all equipment necessary for finishing the product ready for market, the output being 1200 dozen garments ladies' and children's underwear. Machines are being added at present, and more knitting frames will be installed from time to time as additional operatives can be obtained.

The Eagle & Phenix Mills.

Several weeks ago the MANUFACTURERS' RECORD referred to the Eagle & Phenix Mills of Columbus, Ga., as about to purchase \$60,000 worth of new machinery. The company awarded contract last week for this new equipment, including 16,000 spindles and 13 spoolers of 100 spindles each, which will be placed in the thread annex of No. 3 mill. Its new apparatus will largely replace out-of-date and worn-out equipment, increasing the total of spindles in the mills about 3000, giving the plant a total of 71,204 spindles and 2064 looms.

The Mt. Airy Cotton Mill Co.

The MANUFACTURERS' RECORD recently stated that Lee H. Battle and associates of Greensboro, N. C., intend to organize a cotton-mill company, the plant to be located at Mt. Airy, N. C. Mr. Battle and his associates have now incorporated the Mt. Airy Cotton Mill Co. with an authorized capital stock of \$100,000, and will soon decide details as to character and equipment of the plant. The incorporators named are Messrs. Lee H. Battle and F. H. Chamberlain of Greensboro, N. C., and Edgar Love of Lincoln, N. C.

The Watts Manufacturing Co.

The stockholders of the Watts Manufacturing Co. of Lileadown, N. C., incorporated several weeks ago, have effected organization with Charles P. Matheson as president; O. L. Hollar, vice-president, and J. Walter Watts, secretary-treasurer. This company has been operating a plant for six or seven years, but has not heretofore been incorporated. It has an equipment of 1600 spindles and 96 looms, manufacturing 550 yards of cloth daily and employing 60 operatives. Its capital stock paid in is \$60,000.

The A. B. Saunders Mill.

Another cotton mill will be established at Statesville, N. C., A. B. Saunders of that city being the projector of the enterprise.

Mr. Saunders expects to organize a company with a paid-in-capital stock of \$50,000, and build a plant to be equipped with 5000 spindles for the manufacture of 8s to 16s cotton yarns. The company's stock will be issued as guaranteeing a dividend of 5 per cent. Electricity will be used as the driving power in the mill. No contracts have been placed for machinery.

The Holland Manufacturing Co.

The Holland Manufacturing Co. of Gastonia, N. C., has been incorporated with capital stock of \$125,000 by Messrs. Geo. A. Gray, T. M. Fassoux, B. M. Holland, H. S. Heyman, C. B. Armstrong and others. This company proposes to establish a cotton factory, and is the company recently reported by the MANUFACTURERS' RECORD as proposed by Messrs. Gray, Holland and associates.

Textile Notes.

The Walhalla (S. C.) Cotton Mills has amended its charter to increase capital stock from \$150,000 to \$200,000, presumably for improvement purposes. Its present equipment is 15,000 spindles and 510 looms.

The Hickory (N. C.) Hosiery Mills is now completing the installation of its machinery and will soon begin operations. This company begins with 35 knitting machines, intending to add as many more and build a dyehouse later on.

The Fork Shoals (S. C.) Cotton Mills' stockholders have authorized an increase in capital stock from \$50,000 to \$100,000 to make some improvements to the plant. There are 4352 spindles in position, and this will be increased by about 1500, and probably the power plant will be improved.

The Danville (Va.) Knitting Mills will enlarge its plant. The company has purchased a three-story brick building of mill construction, which will be adapted to its purposes with limited improvements. It will also erect an addition to the present main building. Considerable new machinery will be installed for the purpose of increasing the present output. There are 141 knitting machines in position now.

PHOSPHATES

Phosphate Shipments.

A comparative statement compiled by Messrs. J. M. Lang & Co., 124 Bay street east, Savannah, Ga., for the years between 1900 and 1905, inclusive, showing the total annual shipments of American phosphate rock of all grades, indicates a steady increase each year over each preceding year. Shipments include both those for export and domestic trade, and consist of the following products: Florida hard rock, Florida land pebble, Peace river phosphate; Tennessee, Maury county; Tennessee, Hickman county; South Carolina land phosphate, Coosaw river phosphate and Arkansas and North Carolina, the aggregate shipments being 1,377,461 tons for 1900, 1,433,482 tons for 1901, 1,591,306 tons for 1902, 1,614,944 tons for 1903, 1,819,755 tons for 1904 and 2,101,820 tons for 1905. The average price of each product f. o. b. mines has also shown a steady advance.

Purchase Lands.

Messrs. H. D. Ruhm and E. L. Gregory are reported from Mt. Pleasant, Tenn., as having purchased 100 acres of phosphate land in the Southport section of the Mt. Pleasant field. The property was bought from J. B. Harris through Messrs. Frieron & English for a consideration of \$14,250. It is understood that the purchasers will soon begin the development of the tract, which is said to contain phosphate deposits of a high grade.

MINING

Texas Coal Supply.

In commenting upon the coal supply of Texas and its adaptability for furnaces and manufacturing purposes Mr. J. C. Phelan, who is interested in the lignite coal field at Phelan, on the Missouri, Kansas & Texas Railway, about 120 miles from San Antonio, is reported in the San Antonio Express as saying:

"Texas will not have to worry about its fuel supply for the next 1000 years. In my opinion there is enough coal under the surface of Southwest Texas to last for the next 1000 years. In the mines which I am operating I am sure 1000 tons a day could be taken for the next 120 years without exhausting the supply.

"The coal mined at Phelan is not suitable for purposes other than for manufacturing or for large furnaces. It slacks soon after being brought to the surface. It is believed to be of a wood formation, while the bituminous is of a softer vegetable formation. Within a year the owner intends to increase the capacity of the mines from 1000 tons a day to 2500 tons a day.

"The rate on coal from Phelan to San Antonio is 66 cents a ton. The coal costs \$1 a ton at the mines, and with the price of fuel at \$1.66 a ton, I see no reason why San Antonio should not become a great manufacturing center. The oil supply will be exhausted within a few years, and manufacturers will have to use a cheap grade of coal.

"Within the next few years I expect to see a revolution in the manner of supplying fuel to the furnace. All furnaces will have a receptacle in which the coal is pulverized and thrown into the furnace by a blast. This will do away with the firemen and the combustion of coal will be complete. The heat produced will be much greater.

"This system can be employed to special advantage with the lignite coal, and there is a vast supply of it. The coal is equal to one and one-half cords of wood. In 1887 and 1889 the Texas & Pacific Railway made an investigation of the coal supply of Southwest Texas, and the estimate made that the supply of coal would be sufficient to supply Southwest Texas for several hundred years yet has been found to be correct."

Million-Dollar Marble Company.

Mr. G. T. Hollister of New York city, with associates, has organized the Alabama Cream White Marble Co. of Talladega, Ala., for the purpose of developing extensive marble quarries in the State. The company is capitalized at \$1,000,000, and, it is stated, will make the Gantt quarries, near Sylacauga, its field of operations.

Wants Brick-Clay Lands.

Mr. Campbell Pancake of Cumberland, Md., is interested in knowing where good brick-clay lands, well located, can be bought at low prices.

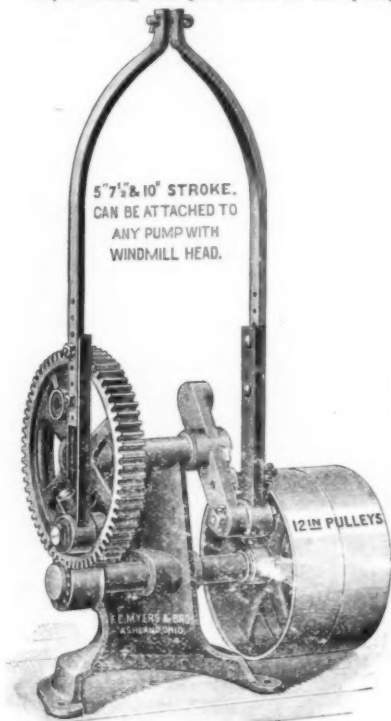
The Pocahontas Mining Corporation of Tazewell, Va., has been incorporated with a maximum capital stock of \$800,000. Officers of the company are Messrs. Thos. M. Righter, Mt. Carmel, Pa., president; S. P. Wolverton, Sunbury, Pa., treasurer; George W. St. Clair, Tazewell, secretary.

The Business Men's Association of Fredericksburg, Va., has elected Messrs. E. W. Mills, president; M. B. Rowe, T. McCracken, R. A. Kishpaugh, vice-presidents; J. Garnett King, secretary, and Isaac Hirsh, treasurer.

Shipments of phosphate rock through the port of Savannah, Ga., for July amounted to 4076 tons.

MECHANICAL**The Myers Universal Pump Jack.**

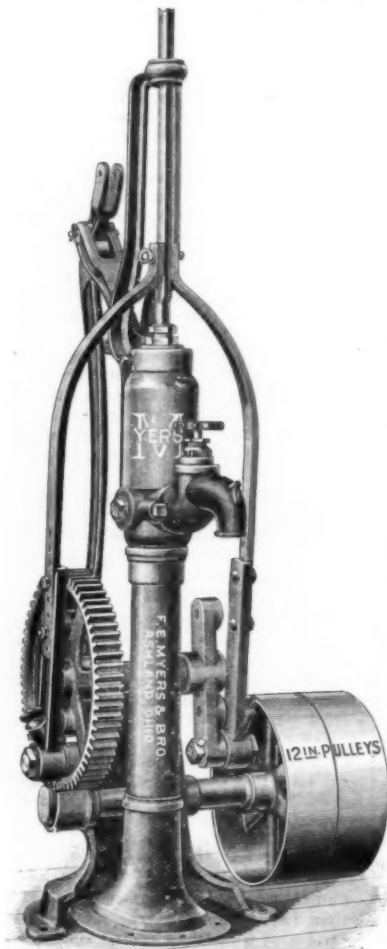
Two accompanying illustrations represent the Myers universal pump jack, one representing the jack without the pump



MYERS UNIVERSAL PUMP JACK.

and the other showing the jack connected to the Myers most modern cock spout stand.

The Myers jack is backgeared six to one, has 5-inch, 7½-inch and 10-inch



MYERS JACK WITH PUMP.

stroke, and can be attached to any windmill pump, making an equipment adapted for use with belt power, windmill or hand designed to be connected up without disarranging the pump or pipes.

It is mounted on a substantial bell-

shaped base which surrounds the pump stand, and can be bolted securely to the platform, making a most substantial plant.

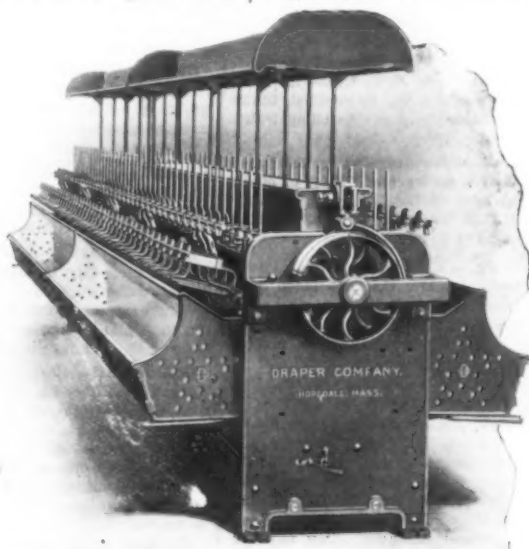
It is a strong, practical device, and can be connected up to a pump already in the well without disturbing the pump in any manner, and is fully guaranteed.

Messrs. F. E. Myers & Bro. of Ashland, Ohio, manufacture this pump jack.

The Draper Spooler.

In describing its design of spooler the Draper Company says:

"We make spoolers of various patterns. Our regular model was recognized in the



THE DRAPER SPOOLER.

trade as a leader for years, and we still furnish it to those not quite converted to or conversant with more modern ideas. During the last year or two we have introduced a great many of our double-belt and chute spoolers, used in connection with the Rhoades side-discharge bobbin-holder. In these two spoolers we also incorporated a new patent traverse motion of entirely original design, which we knew was good, but which has proved so acceptable that we put it on all our models when so ordered. We cannot, however, change over old spoolers. This device does away entirely with lifting rods and the rocker-arm motions for operating them. Not only does it do away with all trouble from lifting rod sticking, but it gives the yarn a continual motion lengthwise of the spooler guide, keeping it free from lint and thereby saving trouble in cleaning guides, breakage of yarn and the incidental tying of extra knots. The guides are not worn in ridges as with the ordinary pattern under certain conditions of use. It often happens that people never appreciate the disadvantages of an old system until they have a new one with which to compare it. In this case the users are convincing us of the merits of our own idea.

"Purchasers of new spoolers can also have their choice of bobbin-holders, side spindles, traveling belts, back chutes or no chutes, as desired.

"Special arrangements for special uses include spoolers with skewers for cops with friction rolls, spoolers for worsted mills, etc. Write us if interested.

"We do not build stop-motion or skein spoolers."

An accompanying illustration shows the spooler referred to. The Draper Company is of Hopedale, Mass.

The Stockham Sand Cutter.

An accompanying illustration will attract attention. It presents a view of a machine invented for cutting the molder's sand. The machine is patented, and other patents applied for in the United States

and all the leading foreign countries. It is operated by electricity or by storage battery, gasoline engine and gasoline motor. The manufacturer says: "The electrical-driven machine will do as much work with two men to operate it as 10 men can do with the shovels under the old system, in addition to being a labor-saver, and there are various reasons why it cuts and mixes the sand better.

"Each blade of the cylinder passes through the heap of sand from top to bottom every half-inch. The cylinder is absolutely under control and can regulate the distance it throws the sand back from

favorable conditions, one and one-half minutes to set the machine in the sand heap and get ready to operate. The machine has an automatic take-up on the front to take up the electrical cable, and lets it out automatically as the machine travels back and forth. Under favorable conditions it can cut 100 heaps of sand 60 feet long in 10 hours.

"The machine complete weighs 650 pounds, can operate with any current, alternating or direct, 110.20 or 550.

"In addition to cutting the molder's sand it will also mix core sands and facing sands.

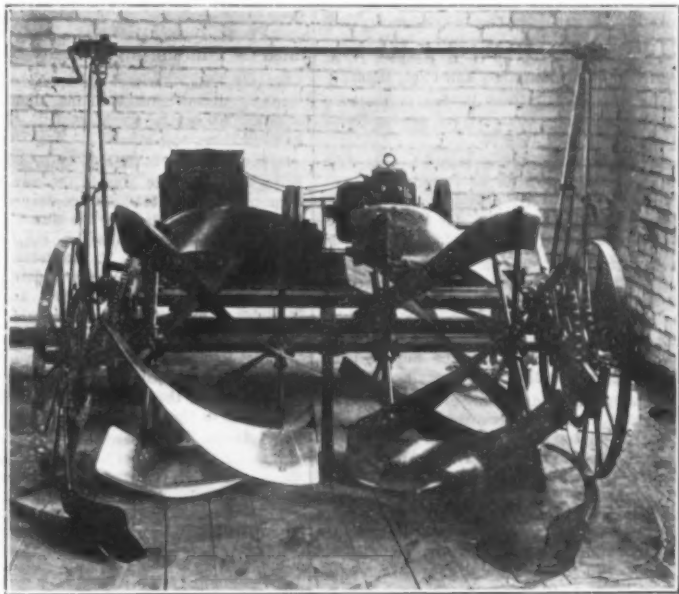
"For mixing core and facing sands it is necessary to pile the ingredients to be mixed in a heap on the floor in the same manner as the molding sand, and the same machine is used. A machine can mix core sands and facing sands at the rate of 10 tons per hour."

The Stockham Homogeneous Mixer Manufacturing Co. of Piqua, Ohio, manufactures this machine.

For Bainbridge Trade.

Mr. F. R. Graham of Bainbridge, Ga., writes to the MANUFACTURERS' RECORD as follows:

"The Callahan Line started its first steamer, Ruth II, from Bainbridge on her initial trip August 6. This boat is 200 tons capacity and will accommodate 300 passengers. It will run from Bainbridge to Columbus and Apalachicola, connecting there with steamer lines to New Orleans, Mobile and Pensacola. Under this new arrangement Bainbridge can receive freights within five days from New Orleans by water. Bainbridge expects to receive sweeping reductions in the freight rates by means of this new steamer line. Mr. J. W. Callahan is president and owner of the company. The capital stock at present is \$25,000. Mr. Callahan is now in correspondence with a view to purchasing another steamer of equal capacity. Mr. E. L. McGruder, general manager of the line, is one of the most experienced steamboat men on this system of rivers. The wholesale business out of Bainbridge at present it about \$1,000,000 a year. The Callahan



THE STOCKHAM SAND CUTTER.

"We have an automatic cut-out in the controller that cuts off the current in the event that any foreign substance should be left in the sand in the way of gates, casting or chumps. It will cut a heap of sand full of gages without any injury whatever to the machine.

"The capacity of this machine in a heap of sand 60 feet long in any time the conditions might warrant is from one minute to three minutes, and it takes, under

Line will run in the interest of Bainbridge jobbers, and the volume of business in the future will increase materially by reason of the facilities offered by this line."

Mr. J. H. Walker of Rusk, Texas, reports that the iron foundry there operated by the State is selling the major portion of its output to the foundries of the State and is turning out the same amount of work as formerly.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

ALABAMA.

Andalusia, Ala.—Hardware Company.—Benson Hardware Co. has been incorporated with \$100,000 capital stock by O. L. Benson, D. A. McArtin, D. A. McRaney and C. E. Black.

Anniston, Ala.—Street Paving.—Southern Bitulithic Co. has contract for paving Noble street, mentioned July 26.

Birmingham, Ala.—Construction Company. Incorporated: Oak Grove Construction Co., with W. B. Stokely, president; B. S. Williams, vice-president; W. H. Smith, secretary-treasurer, all of Dandridge, Tenn.; capital stock \$24,000.

Birmingham, Ala.—Iron Furnace.—Lacey-Buck Iron Co., C. E. Buck, president, is remodeling furnace, adding new stove, erecting overhead gas main and new steam lines. It is expected that it will be put in blast about September 15; daily capacity 250 tons.

Birmingham, Ala.—Iron Furnace.—The Birmingham Iron Co., recently referred to as reported to have decided upon building an iron furnace, has awarded contracts for the plant. Contracts call for materials to construct a new 80x18-foot furnace; also two 20x35-foot stoves, with two additional blowing engines and 1500 additional horse-power boilers; estimated cost of the completed plant \$200,000. Edgar L. Adler is general manager.

Birmingham, Ala.—Machinery Manufacturing.—Southland Corporation has been formed by T. E. E. Bartlett of Birmingham, Ala.; David Blake and Edwin A. Hine of New York, N. Y., to take over and operate the plant of the Bartlett-Tewksbury Machinery Manufacturing Co. Contract has been let for the erection of a \$120,000 addition in which engines, sugar machinery and heavy steel castings will be made. (Messrs. Bartlett and Blake were mentioned June 7 as to organize company to absorb the Bartlett-Tewksbury plant.)

Birmingham, Ala.—Railroad Device.—Gilbert Nut Lock Co. has been incorporated with \$50,000 capital stock to establish plant for the manufacture of a patent nut lock for T crossings and rails of railroads. James

W. Gilbert is president; T. F. Johnson, vice-president, and J. M. Caldwell, secretary.

Centerville, Ala.—Lumber Company.—O. G. Huff and others have incorporated the O. G. Huff Lumber Co. with \$25,000 capital stock.

Decatur, Ala.—Handle Factory.—Arantz Bros. have begun the erection of a plow-handle factory.

Ensley, Ala.—Iron Furnace.—Tennessee Coal, Iron & Railroad Co. will put its No. 5 furnace in blast about August 15; size of furnace 87x20½ feet; daily capacity 325 tons; main office, Birmingham, Ala.

Mobile, Ala.—Ice Plant.—Manuel Canizas, Thomas F. Price and A. S. Lyons have organized the Dixie Ice Co. to establish 50-ton ice plant. Site has been purchased on which to erect building.

Mobile, Ala.—Water-works.—City has voted affirmatively the issuance of \$350,000 of bonds for the purchase of the plant and property of the Bienville Water Supply Co., referred to August 2; Pat J. Lyons, mayor.

Mobile, Ala.—Electric-Light and Power Plant.—Mobile Electric Co., mentioned June 7 as incorporated with \$3,000,000 capital stock to take over and operate the plant of the local electric-lighting company, will erect a new modern power-house and extend and rebuild its lines; H. M. Byllesby & Co., Inc., Chicago, Ill., engineers and managers.

Montgomery, Ala.—Railroad Repair Shops. Arrangements are being completed for proposed enlargements and improvements at the general shops of the Atlanta & West Point Railroad and the Western Railway of Alabama, C. A. Wickersham, Atlanta, Ga., president and general manager. The improvements will consist in the erection of a two-story planing mill 62x198 feet, one-story coach shop 62x234 feet, which will adjoin; concrete, brick and steel, absolutely fireproof; one-story blacksmith shop 70x115 feet, freight-car repair shed 60x210 feet, fireproof oilhouse 20x40 feet and lavatory building 22x43 feet. It is estimated that about \$100,000 will be expended. A. B. Edge, Atlanta, Ga., prepared the plans, and construction work will begin about August 25.

Russellville, Ala.—Coal and Oil Lands.—Alabama Coal & Oil Co., it is reported, will purchase and develop 3517 acres of coal and oil lands in Franklin and Winston counties. It is estimated that the coal mines will have a daily output of 300 tons. The Underwriters' Real Estate & Rental Co. is agent for Birmingham, Ala., and vicinity.

Russellville, Ala.—Land Improvement.—George C. Almon, C. P. Almon, W. S. Douglass, Y. M. Quinn and others have incorporated the Sullivan City Townsite Co.

Samson, Ala.—Lumber Company.—Incorporated: McGowin & Robbins Lumber Co., with \$100,000 capital stock, by J. F. McGowin, J. F. Robbins and others.

Sylacauga, Ala.—Marble Quarries.—Alabama Cream White Marble Co. has been incorporated with \$1,000,000 capital stock to more extensively develop the Gantt quarries. The new company absorbs the Alabama White Marble Co. G. T. Hollister is president; H. R. Wilson, vice-president; Elmer E. Bigoney, secretary-treasurer, and E. B. Tompkins, managing director, all of New York, N. Y.

Union Springs, Ala.—Road Improvement.—Board of Commissioners of Bullock county is considering the improvement of the various roads in the county.

Woodlawn, Ala.—Sewerage System.—Sullivan & Long, Bessemer, Ala., and Nashville, Tenn., have contract to construct sewerage system, previously mentioned; cost \$30,000; Milner & Brown, County Courthouse, Birmingham, Ala., engineers in charge.*

ARKANSAS.

Argenta, Ark.—Electric-Light and Power Plant.—Argenta Street Railway Co., recently incorporated to operate electric railway, has secured franchise to construct electric-light and power plant. It is also proposed to build a bridge connecting Argenta with Little Rock on which to lay street-car tracks.

Argenta, Ark.—Electric-Light and Power Plant.—John G. Vogel has secured franchise to erect electric-light and power plant.

Batesville, Ark.—Sewerage System.—H. A. Kingsley, commissioner of public improvements, Little Rock, Ark., has been commissioned to make survey for constructing sewer system in sewer district No. 1. Dr. M. C. Weaver, John Q. Wolf and Judge F. D. Fulkerson compose the board of improvement.

Benton, Ark.—Sawmill.—Michigan-Arkansas Lumber Co., reported incorporated August 9 with \$16,000 capital stock, will manufacture yellow pine and oak; daily capacity 25,000 to 30,000 feet. A frame band-saw mill and kilns will be erected; John Carroll, Hot Springs, Ark., engineer in charge. The Mountain-Valley Traction Co. has also been incorporated to haul the lumber.

Elliott, Ark.—Lumber Company.—W. W. Brown, John C. Ritchie, A. C. Ramsey, J. S. Jones and J. T. Burkett have incorporated the Iron Mountain Lumber Co. with \$10,000 capital stock.

Hot Springs, Ark.—Grain and Commission Company.—Valley Grain & Commission Co. has been incorporated with \$10,000 capital stock by Sherman Irish, C. H. Lanier, C. J. Samstarg and others.

Jonesboro, Ark.—Spoke Factory.—Jonesboro Spoke Co. has been incorporated with \$10,000 capital stock by Anthony Holthouse, B. G. Lynch and L. C. Holthouse.

Paragould, Ark.—Water-works, Sewerage System, etc.—City is considering the repairing of water-works and the installation of sewerage system. The construction of electric-light plant will also be considered in the future; W. S. Luna, mayor.

Madison, Ark.—Box and Basket Factory.—Morgan-West Box Co. has been incorporated with \$30,000 capital stock by S. B. Anderson, W. B. Morgan, H. C. Ward, John West and H. B. Anderson, all of Memphis, Tenn., to take over and operate the plant of the Walton-Knox Company, manufacturing shipping and packing boxes and baskets and fruit packages.

Newport, Ark.—Sewerage System.—City contemplates installing sewerage system, and will want estimates from engineers and contractors. Improvements to water-works are also being considered. W. R. Thompson is mayor.

DISTRICT OF COLUMBIA.

Washington, D. C.—Publishing.—The Washington Herald Co. has been formed with Scott C. Bone, managing editor, is installing its equipment for publishing a morning newspaper, and will have its offices at 734 15th street N. W. Ernest H. Merrick of Pass Christian, Miss., will be the business manager of the company. Publication will begin about October 1.

FLORIDA.

Bushnell, Fla.—Guano Factory.—Reported that Kimbrough Bros. of Webster, Fla., will erect guano factory.

Key West, Fla.—Water-works, Sewerage and Street Paving.—City contemplates installing water-works, sewerage system and paving streets. Address The Mayor.

Monticello, Fla.—Ice Plant.—Abe Simon and D. B. Mills are reported as to establish a 10-ton ice plant.

Oriando, Fla.—Street Paving.—City is considering issuing \$12,000 of bonds for paving streets with brick. Address The Mayor.

Oriando, Fla.—Street Paving.—City is considering issuing bonds for paving various streets; A. B. Johnson, clerk.

Paxton, Fla.—Cold storage and Ice Plant.—Florida Sawmill Co. will erect cold-storage plant capable of holding 10 to 15 tons of ice, and wants bids for erecting same. The erection of four to six-ton ice plant is also being considered.*

St. Augustine, Fla.—Dry-kiln, etc.—Canfield Company, Inc., will erect dry-kiln and sheds; A. P. Foster, engineer in charge, and T. S. Canfield, manager.*

West Palm Beach, Fla.—Sewerage and Street Paving.—City has voted affirmatively the \$7500 bond issue mentioned June 21 for extending sewers and paving streets. Address The Mayor.

Winter Garden, Fla.—Electric-Light Plant.—West Orange Electric Co. has been formed by W. Percy Reames and G. W. Bray to establish electric-light plant. A frame building 16x24x10 feet will be erected, and 15-horse-power boiler, 10-horse-power engine and 8-kilowatt 500-volt 2400 C. P. generator will be installed. Mr. Reames was mentioned July 26 as to install electric-light plant.

GEORGIA.

Atlanta, Ga.—Furniture Factory.—Chartered: Ware Furniture Factories, with \$25,000 capital stock, by W. B. Ware, John L. Coleman and J. M. Dugger.

Atlanta, Ga.—Grading and Masonry Work. Lane Bros., Lynchburg, Va., have contracted with the Gate City Terminal Co. for grading

and masonry work for two railroad yards, which are to be used by the Atlanta, Birmingham & Atlantic Railroad, the Seaboard Air Line and other railways entering Atlanta.

Augusta, Ga.—Fertilizer-mixing Plant.—Southern States Phosphate & Fertilizer Co. is making improvements to mixing plant which will increase the capacity 50 per cent. (Referred to last week.)

Bainbridge, Ga.—Sewerage System.—City will vote September 10 on a \$35,000 bond issue for constructing sewerage system; E. A. Wimberley, city clerk.

Delmar, Ga.—Turpentine Distillery.—It is reported that A. M. Chandler is rebuilding turpentine distillery reported burned at a loss of \$2500.

Dublin, Ga.—Hardware Company.—Robinson Hardware Co. has been incorporated with \$50,000 capital stock by W. W. Robinson, Freeman H. Rowe and Cincinnati Whitehurst.

Eatonton, Ga.—Sewerage System.—City has not engaged an engineer for constructing sewerage system, for which a \$15,000 bond issue was mentioned last week as voted. Bids for engineering will be opened September 1; M. F. Adams, mayor.*

Elberton, Ga.—Street Paving.—J. W. Barnett, Atlanta, Ga., is preparing plans and specifications for paving several blocks of McIntosh street with vitrified brick.

Reynolds, Ga.—Fertilizer Factory.—Wm. T. Ricks, F. A. Ricks, R. H. Hinton, H. S. Trawick and others have organized the Reynolds Home Mixture Guano Co. for the erection and operation of a fertilizer-mixing plant. R. A. Hinton will be manager.*

Savannah, Ga.—Pipe Foundry.—Seaboard Pipe Foundry Co. has been incorporated with \$200,000 capital stock by Edward F. Hartfelder, George A. Garbutt, Benjamin B. Neai and others.

Savannah, Ga.—Handkerchief Factory.—J. G. Hulshush, Box 305, is considering the establishment of handkerchief-manufacturing plant. Location not decided, and other cities will be considered.*

Savannah, Ga.—Lumber, etc.—Chartered: Forrest-Donovan Company, with \$17,000 capital stock, by George F. Forrest, Edward F. Hartfelder, George A. Garbutt and associates.

Savannah, Ga.—Timber Development.—Reports state that the Tennessee Lumber Manufacturing Co. of London, Tenn., has purchased 4000 acres of timber land in Chatham county and will arrange at once for its development, building sawmill and tramway.

Valdosta, Ga.—Harness, Saddlery, etc.—Ingram-Hewlett Harness Co. has been incorporated with \$12,000 capital stock by A. J. Ingram, F. H. Hewlett, J. F. Holmes, W. S. Wilkes, A. H. Denmark and others to deal in harness, saddles, wagons, carriages, etc.

Waycross, Ga.—Street Paving.—City has completed arrangements for paving streets with bricks, and bids for the work will be received until September 22. A. M. Knight is mayor.*

Waynesboro, Ga.—Wagon Factory and Repair Shop.—H. Jeff Davis has let contract for the erection of building to be equipped for the manufacture of wagons and a general repair shop.*

KENTUCKY.

Bonnieville, Ky.—Brick Works.—Bonnieville Press Brick Co. is the title of company mentioned August 9 as to establish brick plant. Cement and sand press brick will be manufactured. A building 100x200 feet will be erected. L. C. Highbough is engineer in charge.*

Covington, Ky.—Electric-Light Plant.—Reports state that Owen Ford, Security Building, St. Louis, Mo., has completed plans for proposed electric-light plant. It is estimated that about \$106,870 will be required for the construction of plant complete ready for operation.

Fulton, Ky.—Land Improvement.—East Fulton Land & Improvement Co. has been incorporated with \$10,000 capital stock by L. W. Graham, L. C. Graham, William Robinson and E. C. Robinson.

Henderson, Ky.—Sewerage System.—City will vote in November on the issuance of \$200,000 of bonds for constructing sewers. Address The Mayor.

Henderson, Ky.—Road Improvements.—Henderson county is reported as considering building gravel roads. Address J. H. Hart, county judge.

Louisville, Ky.—Water-works.—Glennview

Water Pipe Line Co., reported incorporated August 9 with \$20,000 capital stock, will construct four miles of pipe line, connecting the Louisville Water Co.'s main and extend to Glenview. Thomas F. Smith is president; John W. Price, vice-president; John T. Bate, secretary, and John B. Perth, treasurer. Engineer has not been engaged.

Louisville, Ky.—Land Improvement.—Kaelin Land Co. has been incorporated with \$15,000 capital stock by F. Kaelin, A. E. Mueller, John A. Stratton and others.

Louisville, Ky.—Essential Oil.—Blair Essential Oil Co. has been incorporated with \$300,000 capital stock by Albert J. Scofield, Carrie J. Blair and J. C. Blair.

Louisville, Ky.—Land Improvement.—W. H. Labb, Lum Simons, Richard D. Bakrow and Lawrence S. Leopold have organized company with \$300,000 capital stock for the establishment of amusement resort.

Paducah, Ky.—Street Paving, Sewerage System, etc.—Arrangements have been completed and bids will be received until August 23 for constructing several streets with vitrified paving block, storm-water sewers, curbing and granite sidewalks. L. A. Washington is city engineer.*

Paducah, Ky.—Saddlery Factory.—Starks-Ullman Saddlery Co. has increased capital stock from \$15,000 to \$25,000.

LOUISIANA.

Ball, La.—Sawmill.—J. F. Ball Bros. Lumber Co., Ltd., will rebuild sawmill reported burned last week; daily capacity 75,000 feet pine lumber; W. C. Carleton, architect.

Baton Rouge, La.—Bridge Construction.—The construction of a bridge across the Mississippi river at Baton Rouge is reported as proposed by the Southern Pacific Railway, New York office, 120 Broadway; Texas & Pacific Railway, B. S. Walther, chief engineer, Dallas, Texas, and the Colorado Southern, New Orleans & Pacific Railroad, B. B. Gordon, chief engineer, Beaumont, Texas. It is said the width of the Mississippi river at Baton Rouge during high water is approximately 3495 feet, while at low water the river is about 2656 feet wide; maximum depth at high water 88½ feet, low stage 53 feet.

Bunkie, La.—Water-works.—City has voted affirmatively the \$18,000 bond issue mentioned July 26 for the construction of water-works. J. M. Watson is mayor.

Donaldsonville, La.—Street Paving.—Arrangements have been completed and bids will be received until August 22 for paving Mississippi street and Railroad avenue; Charles Maurin, mayor.*

Lafayette, La.—Water-works and Electric-light Plant.—City will ask bids shortly for the extension of water-works and electric-light plant, previously mentioned; also for the construction of brick power-house. Chas. O. Mouton is mayor.

Napoleonville, La.—Electric-light Plant.—City is considering the installation of electric-light plant. Address Mayor Gilbert.

New Iberia, La.—Sugar-cane Mill.—It is reported that a company is being organized for the establishment of factory to have a capacity of 50,000 tons of cane during the season, and A. B. Romero is promoting the enterprise.

New Orleans, La.—Laundry.—Carrollton Laundry Co. has been incorporated with \$15,000 capital stock. T. R. Falvey is president; George Redersheimer, vice-president, and H. L. Favrot, secretary-treasurer.

New Orleans, La.—Carpent Company.—Levy Carpet Co., Ltd., has been incorporated with \$50,000 capital stock. Mayer Levy is president; Simon Haspel, vice-president, and M. Haspel, secretary-treasurer.

New Orleans, La.—Land Improvement.—Sere Land Co. has been incorporated with \$50,000 capital stock by Raoul Sere, Corinne Sere, Rene Sere and Zellme Sere.

Royal, La.—Saw and Planing Mill.—Royal Lumber Co., Ltd., has been organized with \$150,000 capital stock by Dr. D. E. James and others to build saw and planing mill with a daily capacity of 50,000 feet.

Shreveport, La.—Oil and Gas Wells.—Chartered: Belcher Oil & Gas Co., with \$50,000 capital stock. J. W. Dixon is president; W. Hutchinson, vice-president; A. Devarges, secretary, and L. Helleperin, treasurer.

MARYLAND.

Annapolis, Md.—Steel Bridge.—Arrangements are being completed for the construction of proposed steel bridge across Spa creek, connecting Annapolis with Eastport, for which Lauer & Harper Company, Westport, Baltimore, Md., has contract; bridge to be about 1000 feet long with a clear concrete substructure; steel superstructure.

Baltimore, Md.—Net and Twine Mill.—W. & J. Knox Net & Twine Co., Lombard and

Calvert streets, has awarded contract to Flynt Building Construction Co. of Palmer, Mass., for the erection of an addition to present plant for manufacturing cotton and linen netting; structure to be three stories high, 80x200 feet, after plans by L. H. Gager; cost \$50,000.

Baltimore, Md.—Electric-power Plant.—The United Railways & Electric Co., offices in the Continental Trust Building, has engaged L. B. Stillwell, consulting and electrical mechanical engineer, of New York city, to make an expert examination of its Pratt-street electric-power plant and to suggest betterments. This action is taken because of several recent interruptions to traffic. Wm. A. House is manager.

Baltimore, Md.—Water-power-Electrical Plant.—It is stated that the McCall's Ferry Power Co. is now proceeding with the construction of its dam across the Susquehanna river at McCall's Ferry, Pa., the dam to be 3000 feet long and 68 feet wide, built of concrete, and develop 100,000 horse-power for transmission by electricity to Chester, York, Lancaster and other towns in Pennsylvania and to Philadelphia, Wilmington and Baltimore. The company is working two stone quarries at Conowingo, Md., and at McCall's Ferry has built a temporary concrete mixing plant with a daily capacity of 2000 cubic yards. It is reported that the company expects to be ready to distribute electricity by September, 1908. While this plant is not a Southern enterprise, it has been previously mentioned by the Manufacturers' Record, and is again referred to because it proposes to furnish electricity for lighting and power to Baltimore factories, electric railways and other plants, and will therefore build pole lines and substations and provide other electrical facilities. The company's president is H. F. Dimmock, and Cary T. Hutchinson is engineer in charge of construction. Its consulting engineers are William Barclay Parsons of 60 Wall street, New York, and C. P. Joy, chief engineer of the General Electric Co. of Schenectady, N. Y. Its Baltimore offices are in the American Building. It is understood that well-known financial interests are furnishing the capital for this project. Among the directors are Messrs. S. R. Bertron and Cline Fisk of New York, R. E. Griscom of Philadelphia and Gardner M. Lane of Boston.

Baltimore, Md.—Bakery.—Peter Schmidt, Gilmore and Saratoga streets, has awarded contract to Julius E. Pyles, 410 Dover street, for the construction of three-story bakery 20x50 feet at 1603 West Saratoga street.

Baltimore, Md.—Distillery.—Federal Distilling Co. of Colgate Station, Baltimore, has awarded contract to Jacob Peter, 314 St. Paul street, for the construction of its proposed distillery, to cost about \$25,000.

Baltimore, Md.—Sawmill.—The City & Suburban Realty Co. and the Evergreen Lawn Land & Improvement Co., G. C. Wegfarth, president, 305-307 Calvert Building, will erect sawmill at Hamilton to facilitate building improvements.

Baltimore, Md.—Woolen Mill.—Calvert Cloth Co., recently formed in New York, has leased the woolen mill of the Southern Cloth Co., Edson M. Schryver, president, 852 Equitable Building. The lessee will improve the plant, install new machinery and manufacture cloth for men and women's clothing; probably about 200 persons to be employed, and the production to be 40,000 yards of cloth per month. Plan includes main building of stone and frame, three stories high, 108x129 feet; storeroom and office, 58x29 feet, two stories high; engine and picker room, 49x50 feet, four stories high; pump and boiler-house, 40x50 feet, one story high, etc., including water-power and steam-power plants.

Baltimore, Md.—Paving.—The Board of Awards, E. Clay Timanus, president, City Hall, has approved specifications for laying pavement on several streets, and will receive bids for the work until August 29.

Baltimore, Md.—Power-house.—Consolidated Gas, Electric Light & Power Co., Continental Trust Building, has awarded contract to the Baltimore Ferro-Concrete Co., 961-969 Calvert Building, for the construction of proposed addition to its Westport power-house.

Baltimore, Md.—Sewerage System.—Sewerage Commission, American Building, will submit to the Board of Awards, E. Clay Timanus, president, City Hall, specifications for the first sewers to be constructed in accordance with the ordinance providing for this work, and will advertise for proposals for the construction, bids to be opened about September 1.

Baltimore, Md.—Packing Company.—Joshua L. Craig, 19 East Saratoga street; Harry K. Brooks, same address; Elmer J. Jones, 208 Warren avenue, and Charles R. P. Brown have incorporated E. A. Jones & Co., Inc., with a capital stock of \$5000 to pack oysters, fruits and vegetables.

Cambridge, Md.—Bridge Construction.—Dorchester County Commissioners will let contract August 21 for the construction of a pile bridge across Cabin creek to be about 420 feet long, with one span 20 feet wide; all other spans 10 feet wide; W. C. Anderson, clerk.*

Chestertown, Md.—Electric-power Plant.—D. C. Baxter & Co., engineers, New York, N. Y., are reported as to prepare plans for power plant to be built by the Kent Traction Co. Company was mentioned June 28 as to construct power plant for furnishing power for proposed railway between Chestertown and Tolchester, Md.; also for furnishing electric lights.

Cumberland, Md.—Ice Plant.—Cumberland Brewing Co. has let contract to the York (Pa.) Manufacturing Co. for the erection of an addition to ice plant.

Laurel, Md.—Road Building.—James C. Cooney, Elkridge, Md., has contract for building three miles of State road between Baltimore and Washington, near Laurel.

Lonaconing, Md.—Silk Mill.—Klots Throwing Co. of Cumberland, Md., and Carbon-dale, Pa., has awarded contract to S. W. Wise of Cumberland for erection of buildings for proposed branch mill at Lonaconing; main mill to be two stories high, with basement, 86x96 feet, designed to be increased to 233 feet long in the future; concrete foundation; superstructure of brick laid in cement mortar; power-house to be 24x30 feet in size. There will also be built a water-tank of 7000 barrels capacity. Approximate cost of these improvements, \$65,000. J. C. Shriver of Cumberland, civil engineer, will supervise the construction.

MISSISSIPPI.

Chicora, Miss.—Planing Mill.—Robinson Land & Lumber Co. states there is no truth in the report mentioned last week that a planing mill will be erected.

Hattiesburg, Miss.—Timber Land.—Reports state that W. S. F. Tatum has purchased a tract of timber land in Perry and Lamar counties at \$400,000, 3440 acres of the tract being located in Perry county.

Laurel, Miss.—Laundry.—Home Laundry Co. has been incorporated with \$10,000 capital stock by Frank Gardner, W. F. Rumble and associates.

Leakesville, Miss.—Bridge Construction.—Greene County Supervisors have let contract to the Texas Bridge Co. of Dallas, Texas, at \$583.55 for building a steel bridge across the Chickasawhay river at Anna's ferry, and to the Canton (Ohio) Bridge Co. at \$7395 for building a steel bridge across the same river at Miller's ferry.

McComb, Miss.—Electric-light Plant.—The \$30,000 bond issue proposed for the construction of electric-light plant did not carry in election held August 4. Address The Mayor.

Mendenhall, Miss.—Electric-light and Power Plant.—A. W. Dent, L. E. Magee and associates have secured franchise to construct electric-light and power plant.

Meridian, Miss.—Concrete-block Factory.—Southern Concrete Co. has been incorporated with \$10,000 capital stock by H. G. Meyer, J. C. Rushing, H. M. Sinnott and John G. Boswell.

Silver Creek, Miss.—Publishing.—J. M. Armstrong, J. J. Benson, A. T. Longino, F. M. Elzey and others have incorporated the Silver Creek Publishing Co.

Waynesboro, Miss.—Planing Mill.—West-King Lumber Co. has begun the erection of planing mill, and expects to have plant fully equipped and in operation by November 1. All machinery has been purchased. The company manufactures yellow pine. (Referred to last week.)*

MISSOURI.

Ballwin, Mo.—Telephone System.—Ballwin Mutual Telephone Co. has increased capital stock from \$2000 to \$12,000.

Boonville, Mo.—Lumber Company.—J. C. Harris Lumber Co. has increased capital stock from \$60,000 to \$150,000.

Cameron, Mo.—Water-works and Electric-light Plant.—City has voted affirmatively the proposed \$9000 bond issue for improving water-works and electric-light plant. Address City Clerk.

Cape Girardeau, Mo.—Street Paving.—Wm. Woods & Co. have contract at \$13,000 for paving about two miles of street with macadam. Arrangements are also being made for paving an additional two miles.

Independence, Mo.—Sewerage System, Electric-light Plant and Street Improvements.—City will vote August 27 on a \$15,000 bond issue for improving sewerage system and \$15,000 for improving electric-light plant. Bonds were recently reported voted for this purpose, but owing to a technical flaw were not approved. It is also proposed to pave

every street in the city during the next year, the principal streets with asphalt, with brick, and the side streets with macadam or macadam with tar or other preparation. J. Allen Prewitt is mayor.

Kansas City, Mo.—Clay-manufacturing Plant.—The plant of the W. S. Dickey Clay Manufacturing Co., erected by Cudworth, Axtell & Co., civil and mechanical engineers, Kansas City Life Building, is five stories, concrete throughout with a light curtain wall of brick; boiler-room to contain no columns at all; support of roof taken from reinforced concrete girders four feet three inches between walls. Width of boiler-room is 50½ feet. Apart from the boiler-room the roof of plant is 117x68 feet, and consists of reinforced hollow-tile construction, comprising 3-inch by 12-inch by 12-inch hollow tile resting on reinforced concrete joists 4x6 with 16 feet 10 inch space between supports.

Kansas City, Mo.—Mill Supplies.—Kansas City Railway & Mill Supply Co. has been incorporated with \$20,000 capital stock by A. W. Gillespie, L. H. Palmer, M. J. Murphy and others.

Kansas City, Mo.—Land Improvement.—Pioneer Building & Land Co. has been incorporated with \$150,000 capital stock by J. F. Richards, Walter B. Richards, George B. Richards, A. L. Ruhl and others.

Kansas City, Mo.—Light and Power Plant.—Kimbrough Stone, E. C. Wright and E. E. Ball have incorporated the Viaduct Light & Power Co. with \$10,000 capital stock.

Kansas City, Mo.—Stone Bridge.—Jackson county has approved plans for the building of a rubble-stone bridge over 15th street at the crossing of Blue Ridge road, and bids for its construction will be received until September 4 at Independence, Mo., by J. L. Phelps, county clerk. The span will be 70 feet clear; stonework 100 feet long; roadway 42 feet wide.*

Kennett, Mo.—Cotton Gin.—Planters' Gin Co. has been incorporated with \$25,000 capital stock by H. A. Sugg, R. L. Hubbard and others.

Kirkville, Mo.—Street Paving.—Granite Bituminous Paving Co. has contract for 15,000 square yards of bitulithic pavement.

Louisiana, Mo.—Sewerage.—Chartered: Louisiana Sewer Co., with \$5000 capital stock, by Samuel Sparrow, R. W. Young, M. Michaels and others.

Shelbina, Mo.—Sewerage System.—City will vote August 30 on the issuance of bonds for constructing proposed sewerage system. T. L. Puckett is mayor.

St. Louis, Mo.—Brick Works.—Mitchell Clay Manufacturing Co. has been incorporated with \$50,000 capital stock by John W. Gannett, L. F. Mitchell, Stanislaus Mitchell and Mary E. Mitchell to continue an established business. It is proposed to enlarge plant and increase the output; office, 5625 Manchester avenue.

St. Louis, Mo.—Construction Company.—Donovan-Gray Construction Co., reported incorporated last week, will engage in the construction of buildings, bridges, etc. D. H. Donovan is president; Walter T. Gray, vice-president, and E. J. Medill, secretary-treasurer; office, 47 De Menil Building, 119 North 7th street.

St. Louis, Mo.—Power Plant.—The power plant mentioned July 26 to be erected by the Anheuser-Busch Brewing Association will be 60x150 feet, 90 feet high and equipped for a capacity of 2500 horse-power. About \$175,000 will be expended; Widmann & Walsh, Walnwright Building, architects, and Ruebel & Wells, Chemical Building, engineers in charge.

St. Louis, Mo.—Sawmill.—Century Sawmill Co. has been incorporated with \$15,000 capital stock by Donald R. Fitzroy, Russell C. Harris, J. Fred Bottinger and others.

St. Louis, Mo.—Land Improvement.—Esther Real Estate Co. has been incorporated with \$3000 capital stock by M. G. Taylor, William R. Cady and Stephen Cornelius.

St. Louis, Mo.—Drug Company.—Incorporated: Popular Drug Co., with \$12,000 capital stock, by Robert C. Reilly, Charles Renner, E. A. Sennewald and others.

St. Louis, Mo.—Automobile Factory.—Lake-adel Automobile Co. has been incorporated with \$15,000 capital stock by W. J. Rea, J. A. Prescott, G. B. O'Reilly and others.

St. Louis, Mo.—Iron Works.—Griffin Iron Works has increased capital stock from \$20,000 to \$30,000.

St. Louis, Mo.—Land Improvement.—Chartered: Winfield Land Co. with \$16,000 capital stock by Herbert L. Parker, John M. Dunham and F. R. Cornwall.

St. Louis, Mo.—Plumbing and Construction Company.—Philip C. Ring Plumbing & Construction Co. has been incorporated with \$2000 capital stock by Philip C. Ring, Johanna Ring and others.

Versailles, Mo.—Electric-light Plant.—J. B. Quigley and J. C. Settle of St. Louis, Mo., have been granted franchise for furnishing the city with electric lights. The current will be furnished by a water-power plant to be constructed on Gravois creek, 10 miles distant.

NORTH CAROLINA.

Bryson City, N. C.—Timber Land.—Reports state that Harris Woodbury Lumber Co. of Hillsboro, N. C., has purchased 70,000 acres of timber land in Swain county at \$140,024.05.

Chadbourn, N. C.—Ice Plant, etc.—Independent Ice Co., mentioned last week as arranging for the erection of ice and cold-storage plant, will erect factory building, 100x200 feet, of frame, and a building, 40x300 feet, for ice storage; daily capacity 70 tons. About \$75,000 will be invested. L. H. Simmon is engineer in charge, and T. A. Applegate, architect; main office, Wilmington, N. C.*

Charlotte, N. C.—Bottling Machine.—Chartered: Bottlers' Reshaping Machine Co. with an authorized capital stock of \$50,000, by C. M. Glenn of Charlotte, G. S. Glenn and J. A. Glenn of Godwin, N. C.

Dillsboro, N. C.—Flumes and Flume Lines. Savannah Flume Co. has been incorporated with \$20,000 capital stock by Allen Howell, F. A. Lincoln, J. N. Schooldred, V. F. Brown and J. L. Council, all of Waynesville, N. C.

Gastonia, N. C.—Cotton Mill.—Incorporated: Holland Manufacturing Co., with capital stock of \$125,000, by George A. Gray, T. M. Fassoux, B. M. Holland and others, to build a cotton mill. (This project lately referred to.)

Greensboro, N. C.—Trunk Factory.—Wm. H. Smith of the Vega Suitcase & Bag Co., Philadelphia, Pa., is reported as investigating site for the location of trunk factory.

Greensboro, N. C.—Ice Plant.—Power & Armstrong are reported as arranging for the establishment of 25-ton ice plant.

Grifton, N. C.—Cotton Gin.—Chartered: Farmers' Gin Co., with \$5000 authorized capital stock, by W. H. Kilpatrick, Joel Kilpatrick, A. J. Dawson, J. C. Gaskins and others.

High Point, N. C.—Glue Factory.—It is reported that Swift & Co., Chicago, Ill., are arranging for the establishment of glue factory.

John Station, N. C.—Lumber Company.—Brockton Trading Co. has been incorporated with an authorized capital stock of \$100,000 by J. T. John, Jr., R. C. Adams of John Station, Arch McKinnon of Brockton, Ala.; A. J. McKinnon and J. W. Carter of Maxton, N. C.

Lileadon, N. C.—Cotton Mill.—Watts Manufacturing Co., recently reported incorporated, has organized with Charles P. Matheson as president and will operate a mill of 1600 spindles and 96 looms. This plant has been operating seven years, but was not heretofore incorporated. Capital stock is \$50,000.

Lincolnton, N. C.—Woodworking Plant.—Michal-Gheen Manufacturing Co. is the correct title of company reported incorporated August 9. The company will enlarge, remodel and operate the plant of Gheen Bros., manufacturing sash, doors, blinds, mantels and all interior woodwork. Levi Gheen is president; J. T. Gheen, superintendent, and R. M. Michal, secretary-treasurer.

Louisburg, N. C.—Drug Company.—A. W. Alston, W. F. Beasley and others have incorporated the Beasley-Alston Drug Co. with \$3000 capital stock.

Lumberton, N. C.—Water-works and Electric-light Plant.—Town is considering the issuance of \$15,000 of bonds for extending water-works and electric-light plant. Address Town Clerk.

Mt. Airy, N. C.—Cotton Mill.—Incorporated: Mt. Airy Cotton Mill Co. with a capital stock of \$100,000 by Lee H. Battle and F. H. Chamberlain of Greensboro, N. C., and Edgar Love of Lincolnton, N. C., to build the cotton mill lately mentioned.

Roanoke Rapids, N. C.—Cotton Mill.—Rosemary Manufacturing Co. has received plans and specifications from Fred S. Hinds of Boston, Mass., for erection of new steam turbine house 37x64 feet. Construction has begun. Contract for the wiring and pole lines for this 600-kilowatt turbo-generator plant has been awarded to the Chesapeake Construction Co. of Norfolk, Va. E. W. Trafford of Richmond, Va., is the consulting engineer in charge.

Sanford, N. C.—Cotton Gin.—Hunter Mercantile Co. is reported to establish cotton gin, installing two gins with 60 saws each.

Statesville, N. C.—Cotton Mill.—A. B. Saunders, recently reported as to build a cotton mill, will organize a stock company with capital of \$100,000 and equipped with 5000 spindles for manufacturing yarns. Electric power will be used. No contracts have been awarded for machinery.

Tryon, N. C.—Stone Quarrying, Drug Factory, etc.—Tryon Kuldine Medicine Co. has been incorporated with \$50,000 authorized capital stock. It is proposed to install machinery about eight miles from Tryon for quarrying a stone known as "Kuldine" and to establish plant for extracting in various ways the medicinal virtues of the rock. The office, bottling, packing and shipping plant will be located at Tryon. L. G. P. Carruth of Spartanburg, S. C., is president; Dr. F. H. Morton, Gaffney, S. C., secretary-treasurer, and J. R. Parris, Tryon, N. C., business manager.*

Wendell, N. C.—Granite Quarry.—Wendell Quarry Co. has been incorporated with C. A. Owens, president; S. C. Chambers, vice-president, and H. F. Owens, secretary-treasurer. Crushed and dimension stone will be furnished. Quarries will be operated at Wendell and Henderson, N. C.; office, Durham, N. C.*

Wilmington, N. C.—Water-works, Sewerage and Street Improvements.—The city is considering the purchase of local water-works plant or the installation of new one, the improvements of streets and sewerage system. Bonds to the amount of \$500,000 will be issued; Matthew & O'Brien, city engineers.

SOUTH CAROLINA.

Anderson, S. C.—Electric-light Plant.—Piedmont Electric Co. has increased capital stock from \$27,000 to \$40,000.

Carlisle, S. C.—Incorporated: Fleming-Comer Company with \$4000 capital stock by J. D. Fleming and Jesse Comer.

Charleston, S. C.—Power Plant.—Penn Bridge Co., Beaver Falls, Pa., has contract at \$214,887 for the erection of power plant at the navy-yard.

Dillon, S. C.—Plow Factory and Woodworking Plant.—Dillon Plow & Novelty Works, incorporated with \$10,000 capital stock, will manufacture plows and general novelty and woodwork molding, etc. Buildings have been erected. W. A. Blizzard is secretary-treasurer.*

Fort Shoals, S. C.—Cotton Mill.—Fork Shoals Cotton Mills has increased capital stock from \$50,000 to \$100,000 and will enlarge plant. Its present equipment of 4352 spindles will be increased by about 1500 spindles, and probably the power plant will be improved.

Gaffney, S. C.—Mineral Springs.—Lipscomb Silica Springs Co. has been incorporated with \$5000 capital stock by W. S. Lipscomb, A. T. Woods and S. M. Lipscomb to develop the Lipscomb mineral springs, five miles from Gaffney.

Rock Hill, S. C.—Lighting Plant.—City will let contract within a few months for lighting the city, and bids will probably be asked; population 2000. John T. Roddey is mayor.

Spartanburg, S. C.—Hydro-electric-power Plant.—Several months ago it was announced that Pittsburg capitalists had purchased controlling interest in the Spartanburg Electric Power Co. and planned the full development of several water-power properties owned. It was also stated that Oscar Shanks of Pittsburg had been awarded contract for construction work involved. It is now reported that the company's managers were in Spartanburg last week with a view of completing all arrangements to utilize the water-power of the Nesbitt Shoals on Tyger river, the power on Broad river in Cherokee county and power in Cleveland county. The power will be distributed by electricity for lighting and manufacturing. The company is capitalized at \$1,000,000. Its officers are said to include F. H. Dravo, president and engineer in charge; R. C. Crawford, secretary-treasurer, and J. C. Slack, attorney, all of Pittsburg, Pa.

Spartanburg, S. C.—Incorporated: Phosphory Celery Co., with \$20,000 capital stock, by Marlon F. Wooten, W. P. King and H. L. Bomar.

Walhalla, S. C.—Cotton Mill.—Walhalla Cotton Mills has increased capital stock from \$150,000 to \$200,000; present equipment, 15,000 spindles and 510 looms.

Walhalla, S. C.—Electric Plant.—Blue Ridge Electric Co. has been incorporated with \$5000 capital stock by James Thompson, R. T. Jaynes, C. G. Jaynes, J. R. Steck and George Seaborn.

TENNESSEE.

Buford, Tenn.—Cotton Gin.—Buford Station Gin & Mercantile Co. has been incorporated with \$10,000 capital stock.

Chattanooga, Tenn.—Cement-block Machines.—D. G. Zeigler of Sumter, S. C., is reported to organize company for the manufacture of a cement-block machine which he has invented.

Clarksville, Tenn.—Snuff Factory.—American Snuff Co., P. H. Corbett, local manager,

mentioned July 12 to build snuff factory, has let contract to the Ferro-Concrete Construction Co., Cincinnati, Ohio, for the erection of five-story building 240x105 feet. The company proposes erecting six buildings of concrete and iron construction, and the building mentioned is the first to be constructed. A part of the contract has been sublet to Manning & Pettus.

Cornersville, Tenn.—Phosphate Mines.—Houston & Liggett of Lewisburg, Tenn., are reported as to develop phosphate mines.

Covington, Tenn.—Sewerage System.—Granberry Jackson, C. E., Nashville, Tenn., mentioned last week as making surveys for the construction of sewerage system, will have plans ready for letting of contract about the middle of September.

Dyersburg, Tenn.—Street Improvements.—City has made an appropriation of \$12,000 for improving streets, and work will begin at once. The United States government has agreed to build an object-lesson street, furnishing expert road-builder superintendent, tools, material, etc., the city to furnish labor, material, repairs, etc. W. A. Fowlkes, Jr., is mayor.*

Harms, Tenn.—Dam Construction.—Granberry Jackson, C. E., Nashville, Tenn., is preparing plans for a concrete dam to be constructed at this point and wants to correspond with concrete-construction companies.*

Harriman, Tenn.—Lubricants.—Southern Lubricating Co. has been incorporated by D. W. D. Hill, J. B. Ransdell, E. J. Baldwin, T. A. Christmas and G. W. Webster to manufacture a lubricant that can be put up in blocks and stored in the journals of machinery where oil is needed.

Jackson, Tenn.—Power-house.—J. Williams & Co., Louisville, Ky., have contract to erect power-house for the Jackson Railway & Light Co., referred to August 2.

Jackson, Tenn.—Engine and Boiler Works.—Southern Engine and Boiler Works has purchased the Jackson Milling Co. plant, adjoining its present property, and will occupy the mill property to enlarging its present plant. The company manufactures Corliss engines, slide-valve engines, portable and stationary boilers, sawmill machinery, etc. M. S. Neely is president; Exile Burkitt, general manager.

Madisonville, Tenn.—Screen-door Factory.—J. A. Sheets contemplates erecting screen-door factory.*

Memphis, Tenn.—Candy Factory.—Olsen & Lesh have contract to erect four-story building, 60x90 feet, reported July 12 to be erected by A. C. Wagner & Co. and equipped as candy factory, coffee-roasting plant, etc.

Memphis, Tenn.—Asphalt Plant.—Memphis Asphalt Paving Co. has secured permit for the erection of proposed asphalt plant; cost \$15,000.

Memphis, Tenn.—Box Factory, etc.—Anderson-Tully Company, manufacturers of shipping boxes and fruit cases, has begun the construction of new plant, 150x150 feet; cost \$50,000.

Memphis, Tenn.—Levee Work.—Roach & Stansell are lowest bidders and will be awarded contract for 1,300,000 cubic yards of levee work in the First and Second districts Mississippi river improvement.

Memphis, Tenn.—Saddlery Factory.—A company will be organized with J. M. Leitch of Canton, Miss., president, and A. W. Whitaker, vice-president and general manager, to take over and operate the plant of the Hart Manufacturing Co.; capital stock \$100,000; office, 121 Union street.

Monterey, Tenn.—Laundry.—Monterey Laundry Co. has been incorporated with \$2000 capital stock by W. B. Ray, O. C. Conaster, J. M. Holloway and others.

Mt. Pleasant, Tenn.—Phosphate Mines.—H. D. Ruhm and E. L. Gregory, it is reported, have purchased an additional 100 acres of phosphate land in Maury county for development.

Nashville, Tenn.—Beverage Factory.—Pep-sol Company has been incorporated with \$10,000 capital stock by W. D. Mayo, D. H. Zbinden, E. W. Morgan, H. L. Fox and others.

Ober City, Tenn.—Coal Mines.—Ober City Coal Co. has been incorporated with \$50,000 capital stock by F. J. Fuller, J. A. Cooper, J. W. Foster, A. E. Manierre and others. F. J. Fuller of Nashville, Tenn., and associates were mentioned last week as having leased and to develop the properties of the Ober River Coal Co.

Petros, Tenn.—Electric-light Plant and Water-works.—A. H. Wood, Charles C. Jackson, W. H. Nelson, Dr. J. R. Gott and M. W. Bunch have organized a company for the establishment of electric-light plant and water-works.

TEXAS.

Beaumont, Texas—Bottling Works.—Incorporated: Loomers East Texas Bottling Works, with \$15,000 capital stock, by G. M. Loomers, E. L. Bacon, Emmett A. Fletcher, J. F. Keith and Perry D. Loomers.

Beaumont, Texas—Lumber Company.—Santa Fe Lumber Co. has been incorporated with \$10,000 capital stock. George W. Carroll is president; William Dixon, secretary and manager, and T. W. Garrett, treasurer.

Coriscana, Texas—Oil Wells.—J. W. Sturn, R. B. Caldwell and E. T. Cox have incorporated the Central Oil Co. with \$15,000 capital stock.

Dallas, Texas—Light and Equipment Company.—Dallas Light & Equipment Co. has been incorporated with \$100,000 capital stock by J. B. Nabors, C. E. Bird, John A. Barnard and others.

Dallas, Texas—Preserving Company.—E. S. Marcell, A. W. Mansfield and Walter Hunt have incorporated the Marcell Preserving Co. with \$5000 capital stock.

Dallas, Texas—Stock Food.—Dr. Chrisman Stock Food Co. has been incorporated with \$50,000 capital stock by W. T. Chrisman, Max Busch of Dallas, and J. W. Chrisman of Blum, Texas.

El Paso, Texas—Canal and Land Company.—San Elizarlo-Falena Canal & Land Co. has been incorporated with \$50,000 capital stock by Bernard Schuster, J. R. Fisk and R. M. Walther.

Floresville, Texas—Creamery.—Live Oak Creamery Co. has been organized to establish creamery referred to last week to have a daily capacity of 500 pounds of butter. A building 16x24 feet and 10 feet high will be erected. J. M. Eubank is manager.

Frankston, Texas—Lumber Company.—W. L. Spence, R. Maymon of Frankston and R. P. Wofford of Athens, Texas, have incorporated the Caddo Lumber Co. with \$20,000 capital stock.

Galveston, Texas—Causeway.—James Stewart & Co. of New York, N. Y., have submitted plans to the causeway committee, V. E. Austin, secretary, for proposed causeway to be constructed across Galveston bay, connecting the island of Galveston with the mainland at Virginia Point, Texas. The plans call for a structure 140 feet wide at the top, 10 feet above mean low water and 10,850 feet long, and in addition the highway across the causeway will be extended at each end to connect with the existing county roads, a distance of about 1150 feet at Virginia Point and about 1000 feet on Galveston Island, and provides for three steam railroad tracks, two electric railroad tracks, one highway 30 feet wide, one footwalk 10 feet wide, and a space 10 feet wide for the water mains supplying the city of Galveston with water from pumping stations on mainland; estimated cost \$1,450,000. Another plan provides for the laying of only two railroad tracks, one electric car track, together with roadway, sidewalk, etc., and calls for an expenditure of \$1,390,000.

Galveston, Texas—Boat-building Plant.—Galveston Launch & Motor Co. has been incorporated with \$10,000 capital stock to take over the plant of C. L. Mayhew, enlarge and operate. C. L. Mayhew is president; R. T. Bordine, vice-president; C. C. Lavery, secretary.

Houston, Texas—Land Improvement.—Courtland Improvement Co. has been incorporated with \$30,000 capital stock by Sherman Brady, A. S. Cleveland, Sterling Myer and others.

Houston, Texas—Street Paving.—City will shortly ask bids on paving 35 blocks of street. Address Mayor Rice.

Houston, Texas—Telephone System, etc.—Chartered: Southern Telegraph & Telephone Co. with \$100,000 capital stock by George Burkitt, Louis J. Barnes, J. M. Reagan, Edw. Kennedy and A. S. Fisher.

Kelty, Texas—Sawmill.—Angelina County Lumber Co. will rebuild sawmill reported burned last week. A building 50x136 feet will be erected.*

New Braunfels, Texas—Lime Company.—New Braunfels Lime Co. has been incorporated with \$25,000 capital stock by H. Dittlinger, Louis Henne, F. Coreth and S. H. Frieze.

Orange, Texas—Sawmill and Timber Lands.—Orange Lumber Co. of Houston, reported incorporated last week under Houston, Texas, with \$600,000 capital stock, has taken over the sawmill plant, pine lands in Texas, pine timber, improvements, etc., of the Orange Lumber Co. of Orange, and will continue operating to full capacity. C. F. Pannewitz will be local manager; main offices, Houston, Texas.

Paris, Texas—Sewerage System.—The construction of a sanitary sewer for the east

side of Paris is being considered by the property-owners. Hugh M. Price is city engineer.

Rogers, Texas—Lumber Company.—Chartered: Jackson-Burt Lumber Co. with \$10,000 capital stock by W. H. Rurt, F. M. Jackson and W. W. Clark.

Round Rock, Texas—Cotton Gin.—Chartered: Farmers' Union Ginning Co. with \$20,000 capital stock by G. W. Johns, J. H. Smith, John Franklin and J. F. Parker.

San Antonio, Texas—Crockery, etc.—Newton-Weller-Wagner Company has increased capital stock from \$75,000 to \$100,000.

Sabine, Texas—Wharves, Docks, Warehouses, etc.—Union Sulphur Co., Sulphur, La., mentioned July 12 as having purchased 1000 feet of water-front property for the construction of wharves, docks, etc., has begun the construction work. It is proposed to erect dock and warehouse, two stories, 400x200 feet. An elevated road will be run along the inside of the building facing the water-front to facilitate the loading of vessels.

Springtown, Texas.—Chartered: Springtown Lumber Co., with \$10,000 capital stock, by J. T. Roberson, C. Mallone and M. B. Denney.

Terrell, Texas—Electric-light Plant.—City has voted affirmatively the issuance of \$15,000 of bonds for the construction of electric-light plant recently mentioned. Address The Mayor.

Terrell, Texas—Sewerage System.—All bids for the construction of sewage-disposal plant at the North Texas Hospital for the Insane have been rejected, being above appropriation. It is probable that contract will only be let for material and work done under the supervision of the hospital authorities. John L. Terrell is president board of managers.

Todd (P. O. Cameron), Texas—Cotton Gin. Chartered: Walker's Creek Gin Co. with \$20,000 capital stock by Richard Angel, A. A. Weems, R. C. Dodson and others.

Vernon, Texas—Lumber Company.—C. T. Herring Lumber Co. has been incorporated with \$100,000 capital stock by C. T. Herring, P. E. Seamans, Jessie Johnson and W. D. Berry.

VIRGINIA.

Alexandria, Va.—Drug and Chemical Works.—Spanish-American Drug & Chemical Co. has been incorporated with M. Purcell, president; Rankin Mason, vice-president, and Charles T. Cabrera, secretary-treasurer, all of Washington, D. C.

Alexandria, Va.—Land Improvement.—American Realty Co. has been incorporated with an authorized capital stock of \$500,000. John S. Tomlinson of Washington, D. C., is president; Samuel T. Wilder of Louisville, N. C., vice-president, and Caldwell C. Tyler of Washington, D. C., secretary.

Charlottesville, Va.—Printing Plant.—Conway Printing Co. has been incorporated with an authorized capital stock of \$10,000. A. V. Conway is president; G. W. Poland, vice-president; O. T. Oliver, secretary-treasurer, and E. P. Wingfield, manager.

Charlottesville, Va.—Water-works and Dam Construction.—City has authorized a \$135,000 bond issue for improving water system. Site has been secured for the location of reservoir and the right of way for pipe line. Contracts for building dam will be let within the next 60 days. C. M. Bolton is engineer in charge. (Reference was made to this work July 5.)

Danville, Va.—Knitting Mill.—Danville Knitting Mills will enlarge its plant. The company will erect an addition to present main building and utilize a three-story brick building of mill construction which has been purchased. Considerable new machinery will be installed.

Louisva, Va.—Street Paving.—James F. Bradley & Co., Richmond, Va., have contract for paving streets with granolithic.

Manassas, Va.—Street Paving, Water-works and Electric-light Plant.—Arrangements have been completed and bids will be received by the Construction Committee, O. E. Newman, chairman, until September 19, for macadamizing streets, constructing water-works and electric-light plant.*

Martinsville, Va.—Steam Laundry.—W. G. Shackelford contemplates establishing steam laundry.*

Morrisville, Va.—Gold Mines.—Virginia Mining & Developing Co. is considering the further development of its gold properties.

Norfolk, Va.—Grain Door.—Incorporated: Greer Combination Grain Door Corporation, with W. N. Sumwalt, president; W. C. Lightfoot, secretary-treasurer; authorized capital stock \$50,000.

Norfolk, Va.—Logging and Lumber Company.—Meherrin River Logging & Lumber Co. has been incorporated with an authorized capital stock of \$100,000. B. B. Halstead is

president; R. T. Hargroves, vice-president, and J. F. East, secretary-treasurer.*

Norfolk, Va.—Sawmill.—Reports state that S. R. Lown of Cuba, N. Y., will erect sawmill near Norfolk to have a daily capacity of 25,000 to 30,000 feet.

Norfolk, Va.—Land Improvement.—Larchmont Realty Corporation has been chartered with \$150,000 capital stock for the development of 180 acres of land bordering on Tanner's creek recently acquired. It is proposed to subdivide the tract into building lots, pave the streets with asphalt, construct sewerage system and establish a modern suburb. J. W. Hough is president; T. M. Bellamy, vice-president, and Wallington Hardy, secretary-treasurer.

Pennington Gap, Va.—Coal Mines and Coke Ovens.—Bondurant Coal & Coke Co. has been incorporated with an authorized capital stock of \$25,000. C. W. Bondurant is president and treasurer and S. N. Bondurant secretary.

Petersburg, Va.—Street Paving.—Perkinson & Finn have contract at \$1.09 a square yard for paving the roadway of Old street with rubblestone.

Richmond, Va.—Hardware, Sash, Doors and Blinds.—Kennedy Bros. & Kellam have incorporated with an authorized capital stock of \$40,000 to do a general wholesale, retail and manufacturing business in hardware, wagon and carriage materials, sash, doors, blinds, etc.

Roanoke, Va.—Carriage Factory.—Virginia Carriage Factory, Inc., will erect a three-story brick addition 50x100 feet.

Stafford County, Va.—Timber Development.—Reports state that A. M. Nevin & Co. of Philadelphia, Pa., have purchased 1500 acres of timber land in Stafford county and will arrange for its development.

Tazewell, Va.—Coal Mines.—Chartered: Porthontas Mining Corporation with an authorized capital stock of \$800,000. Thomas M. Righter of Mt. Carmel, Pa., is president; George W. St. Clair of Tazewell, secretary, and S. P. Wolverton of Sunbury, Pa., treasurer.

WEST VIRGINIA.

Centalla, W. Va.—Boom and Lumber Company.—A. T. Hilden, W. T. Diggins, Estella J. Diggins and others have incorporated the Modern Boom & Lumber Co. with an authorized capital stock of \$10,000.

Charleston, W. Va.—Stave and Lumber Company.—Standard Stave & Lumber Co. has been incorporated with an authorized capital stock of \$50,000 by D. E. Matthews, Daniel Matthews, T. C. Matthews of Charleston, J. H. Maxwell, J. H. Wagner and A. A. Maxwell of Tingo, W. Va.

Clarksburg, W. Va.—Street Paving.—Gladson, Alexander & Stoye have contract to lay 25,000 yards of cement concrete pavements.

Clarksburg, W. Va.—Laundry, etc.—Gladson & Alexander have contract to erect two-story laundry building, 50x151 feet, for the Clarksburg Steam Laundry Co.

Elkins, W. Va.—Drug Company.—R. B. Jones, J. W. Holt, T. Morris Wampler and others have incorporated the Jones-Keller Drug Co. with \$25,000 authorized capital stock.

Elkins, W. Va.—Public Improvements.—City will vote in September on the issuance of \$60,000 of bonds for extending water-works and sewerage, extending and bettering the sanitary condition and constructing crematory. George Henry is clerk.

Grafton, W. Va.—Bridge Construction.—Joseph Fucey has contract for building bridge on the Grafton and Parkersburg branch of the Baltimore & Ohio Railroad, replacing bridge No. 46.

Huntington, W. Va.—Manufacturers' Agents.—Huntington Supply & Equipment Co., reported incorporated last week with \$5000 capital stock, will act as agents for manufacturers of machinery, mine, mill, railroad and contractors' supplies. J. A. Sloan is president and J. E. Thomas secretary-treasurer. Office will be located after September 1 in the Hotel Frederick Building.*

Kingwood, W. Va.—Electric-light Plant.—Town has voted the proposed \$7000 bond issue for constructing electric-light plant. Address Town Clerk.

Looneyville, W. Va.—Telephone System.—Harley Telephone Co. has been incorporated with \$5000 authorized capital stock by E. W. Adams, J. T. Hirschberger of Looneyville, J. Sarver, Peter Lalton and J. M. Dye of Kester, W. Va.

St. Albans, W. Va.—Creamery.—St. Albans Creamery Co. has been organized with an authorized capital stock of \$3000 by G. W. Good, W. E. Mohler and associates.

St. Albans, W. Va.—Water-works and Electric-light Plant.—W. E. Mohler, V. E. Moh-

ler, T. H. Mohler and George C. Welner have incorporated the St. Albans Water & Light Co. with an authorized capital stock of \$30,000.

West Union, W. Va.—Glass Factory.—Dominion Glass Co. has been incorporated with an authorized capital stock of \$50,000 by G. M. McLane, W. A. McLane, J. E. Trainer, J. Bruce Ashburn of West Union and J. A. McLane of Grafton, W. Va.

Wheeling, W. Va.—Bridge Construction.—Bellaire, Benwood & Wheeling Bridge Co. is having plans prepared for the construction of proposed \$350,000 bridge across the Ohio river. Albert Lucius, Potter Building, New York, N. Y., is engineer in charge.

INDIAN TERRITORY.

Bartlesville, I. T.—Zinc Smelter.—Reported that Dee Lanyon of Neodesha, Kan., and associates have begun the construction of \$200,000 zinc smelter.

Chickasha, I. T.—Street Paving.—City will let contract about September 1 for paving about six blocks of streets. John H. Venable is mayor.

Sanulpa, I. T.—Electric-light Plant.—City will let franchise for the installation of electric-light plant. Address The Mayor.

Tulsa, I. T.—Street Paving.—W. A. Stuckey, Coffeyville, Kans., has contract for paving five blocks of streets.

OKLAHOMA TERRITORY.

Aline, O. T.—Cotton Gin.—J. E. Allen of Bridgeport, O. T., is reported, has begun the construction of cotton gin.

Colony, O. T.—Cotton Gin and Grist Mill.—Incorporated: Colony Gin & Mill Co. with \$5000 capital stock by B. A. Freeman, J. M. Sezer and T. J. Kendrick.

El Reno, O. T.—Pottery.—Reports state that C. P. Moore Company, operating pottery plants at Huntington, W. Va., and East Liverpool, Ohio, has secured 111 acres of land on which to locate a \$200,000 plant for manufacturing fine pottery.

Lawton, O. T.—Hardware.—Allie Reeves, T. S. Bruce and D. Dow have incorporated the Lawton Hardware Co. with \$50,000 capital stock.

Mangum, O. T.—Cotton Gin.—Greer County Farmers' Gin Co. has been incorporated with \$10,000 capital stock by George Kirkoff, J. D. Martin, T. E. Merryman, J. A. McWaters and J. P. Mangum.

Mangum, O. T.—Cotton Gin.—Mangum Ice & Cold Storage Co. is erecting cotton gin with a daily capacity of 35 bales.

Ripley, O. T.—Cotton Gin.—Chartered: Ripley Union Gin Co. with \$5000 capital stock by Robert C. Vnarsdale, James Dunkin, William Baker, John B. Clary and associates.

Shawnee, O. T.—Gas Plant, etc.—Shawnee Gas & Electric Co., reported incorporated March 24, has been awarded franchise by the city. It has taken over the coal-gas plant and property of the Shawnee Gaslight Co., which will be improved and operated.

BURNED.

Abbeville, La.—Abbeville Electric Light & Power plant; loss \$12,000.

Charleston, W. Va.—National Veneer Co.'s plant; loss \$100,000.

Chattanooga, Tenn.—Chattanooga Stove Co.'s plant; loss \$15,000.

Concord, N. C.—Concord Braiding Co.'s cotton-braid mill.

Delmar, Ga.—A. M. Chandler's turpentine still; loss \$2500.

Girard, Ga.—W. C. Campbell's distillery; loss \$2000.

Magoo, Miss.—Thomas Magee & Co.'s sawmill; loss \$6000.

Montgomery, Ala.—J. W. Epperson's store building; loss \$9000.

Oklahoma City, O. T.—Jake Stoyer's packing plant; loss \$2000.

Roanoke, Va.—Norfolk & Western Railway Co.'s planing mill; loss \$100,000. C. H. Churchill, Roanoke, Va., is chief engineer.

San Augustine, Texas.—Jeans & Bro.'s sawmill.

An Ice-Machine Contract.

Among the new ice plants recently projected in the South is that of the Citizens' Manufacturing Co. at De Land, Fla. This company it capitalized at \$50,000 for operating an ice factory, gas works and other plants. It has awarded contract, after considerable investigation, for its ice-manufacturing machinery to the Columbus Iron Works Co. of Columbus, Ga., and believes that it has selected the very best machinery of the class obtainable.

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Aiken, S. C.—Bank Building.—Farmers and Merchants' Bank, recently organized with J. P. McNair, president, will erect brick building.

Anderson, S. C.—Bank Building.—Anderson Banking & Trust Co. is having plans prepared by Jos. Huntley Casey for building to cost \$8000.

Anderson, S. C.—Dwelling.—Judge W. F. Cox is having plans prepared by Jos. Huntley Casey for proposed \$12,000 residence.

Anderson, S. C.—Library Building.—Jos. Huntley Casey is preparing plans for proposed \$15,000 Carnegie library.

Annapolis, Md.—Cottage.—Frank A. Munroe has purchased site on Murray Hill on which to build a cottage.

Annapolis, Md.—Dwelling.—Mrs. Laura R. Harris has purchased site on which to erect residence.

Annapolis, Md.—Experiment Station.—Bids are being asked by the Navy Department for the erection of a naval experiment station to cost \$250,000 on the grounds of old Fort Madsen, across Severn river from the Naval Academy.

Annapolis, Md.—School Building.—Edward K. Skipper has contract at \$16,500 for the erection of proposed high-school building, 60x35 feet; concrete block; steam heat; electric lights; Fred C. Webster, architect.

Arlington, Ga.—Bank Building.—Bruce, Everett & Hayes, 907 1/2 English-American Building, Atlanta, Ga., are preparing plans for one-story bank building; stone; marble trimmings; metal ceilings; electric fixtures.

Atlanta, Ga.—Dwellings.—Mrs. Nellie L. Thompson has purchased site on which to erect five residences.

Atlanta, Ga.—Masonic Temple.—Arrangements are being completed for the erection of proposed \$200,000 Masonic temple. Address Chairman Building Committee.

Austin, Texas—City Hall.—Plans and specifications have been adopted for the erection of \$25,000 city hall, mentioned July 13. C. W. Moore is chairman building committee.

Bainbridge, Ga.—Warehouse.—Bainbridge Warehouse & Storage Co., reported incorporated August 9, is having plans prepared by W. T. Joy, Blakely, Ga., for the erection of brick fireproof warehouse 1-1/2x150 feet, to cost \$10,000.

Baltimore, Md.—Dwelling.—Jacob F. Gerwig, architect, 404 Hoffman Building, is preparing plans and specifications for the erection of three-story dwelling to be erected at 1708 East Fayette street for J. Scherr; structure will be 15x50 feet and will be erected by the New England Construction Co., 557 Calvert Building.

Baltimore, Md.—Warehouse.—Thomas L. Jones & Son, 410 West Saratoga street, who has the contract for the erection of warehouse for G. W. M. Crook, 1105 Cathedral street, will begin construction work in a few days. Structure will be erected at Paca and Lexington streets and will cost about \$15,500.

Baltimore, Md.—Dwelling.—Chas. F. Green, 309 Woodlawn road, Roland Park, has commissioned Jacob F. Gerwig, architect, 404 Hoffman Building, to prepare plans and specifications for two-story and attic dwelling to be erected on Beechdale road, Roland Park; structure to be of frame construction, 30x40 feet, containing 12 rooms; cost about \$7500.

Baltimore, Md.—City Hall Improvements.—Board of Awards, E. Clay Timanus, president, City Hall, has awarded contract to Milton C. Davis, contractor, 140 West Fayette street, for constructing additions to the City Hall in the two interior courts at \$9972.

Baltimore, Md.—Warehouse.—H. L. Maas, contractor, 1119 Ensor street, will begin construction work within a few days on the proposed warehouse of Gephardt, Cohen & Hartz to be erected at 414 and 416 East Baltimore street; Louis Levi, architect, American Building.

Baltimore, Md.—Bank Building.—The Suburban Company of Gwynnstown, suburb of Baltimore, has awarded contract to Allen K. Wood, builder, Maryland avenue near York road, for the construction of bank building; one story, 25x40 feet; fireproof construction; brick with stone trimmings; tile floors; electric wiring and fixtures; sanitary plumbing; heating system; cost about \$10,000.

Baltimore, Md.—Store Building.—T. F. Adams has awarded contract to F. A. Klunk, 519 West Saratoga street, for the construction of two-story brick store building at cor-

ner Hollins and Carlton streets, to cost about \$7000; Henry J. Tinley, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—Church.—The Scott Street Baptist Church, Henry W. Kemp, pastor, 794 West Cross street, has awarded contract to Jacob Peters, 314 St. Paul street, for the construction of church building; two stories, 42x75 feet; brick with granite base; slate roof; galvanized-iron cornice; hot-air heating system; cost about \$12,000; Hugh S. Ma-gruder, architect, 410 St. Paul street.

Baltimore, Md.—Warehouse.—Referring to warehouse to be erected at 37 Hopkins place by Isaac Weinberg, 4 and 6 South Eutaw street, the following contractors are estimating on construction: Henry Smith & Sons Company, 116 South Regester street; George B. Bunnecke & Sons, 305 St. Paul street; Morrow Bros., 212 Clay street; John Hiltz & Son, 3 Clay street; Edward D. Preston, Gunther Building, St. Paul and Fayette streets; Joseph Schamberger, 2122 East Baltimore street; B. F. Bennett, 123 South Howard street; and J. H. Miller, 113 Dover street; five stories, 29x145 feet; brick with Indiana limestone trimmings; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator; bids to be in August 16; Louis Levi, architect, American Building, Baltimore and South streets.

Baltimore, Md.—Church.—J. H. Walsh & Bro., 321 Clay street, have been awarded contract for the erection of church building for the Chatsworth M. E. congregation on North avenue; structure to be of brick and stone, one story high; Owens & Slaco, 1005 Continental Trust Building, Baltimore and Calvert streets, architects; Rev. L. M. Bennett, 740 Roland avenue, pastor.

Baltimore, Md.—Church Building.—Charles W. Bolton, architect, Philadelphia, Pa., has distributed plans and specifications for church building to be erected at Monroe and Lexington streets for the Garrett Park M. E. congregation; structure to be one story, with frontage of 36 feet and depth of 96 feet; of concrete blocks and stone. Estimating are R. F. Bennett, 123 South Howard street; Charles L. Stockhausen, Marine Bank Building, Gay and Water streets; Charles B. Burdette, 1812 West Lexington street.

Baltimore, Md.—Dwelling.—Clarence E. Anderson, architect, 726 Law Building, is preparing plans and specifications for a two-story and attic dwelling to be erected at Forest Park for Mrs. George Besseler; structure to be 28x35 feet, of concrete blocks, with slate roof.

Baltimore, Md.—Dwellings.—E. S. Hampson, 207 St. Paul street, will erect 21 two-story dwellings to cost about \$18,000. Fifteen houses will be erected on Wilkins avenue between Catherine street and Millington avenue, and six on Catherine street between Wilkins avenue and Christian street.

Baltimore, Md.—Warehouse.—Joseph Di Giorgio, president Atlantic Fruit Co., Calvert Building, Fayette and St. Paul streets, has purchased lot facing 40 feet on Pratt street and extending through to Balderston street, where it faces 75 feet, and will erect warehouse on the site.

Batesburg, S. C.—Church.—Dr. Thomas A. Quattlebaum, chairman building committee, will receive bids for the erection of a brick or concrete church; plans and specifications on file at Dr. Quattlebaum's office.

Bay St. Louis, Miss.—Theater and Store Building.—S. R. Duval, 606 Common street, New Orleans, La., has prepared plans for a two-story theater and store building, 49x120 feet, for John Osolinach; cost \$6000.

Bessemer, Ala.—Lodge Building.—Bessemer Lodge No. 109, I. O. O. F., is reported to erect \$25,000 building.

Birmingham, Ala.—Freight Depot.—Reports state that the Southern Railway Co. has begun the erection of its proposed freight depots; inbound freight building to be 800 feet long and the outbound building 661 feet long. It is stated that \$100,000 will be expended. H. B. Spencer, Washington, D. C., is general manager.

Bluefield, W. Va.—Church.—A. G. Kiser, Tazewell, Va., has contract to erect edifice for the First Baptist Church; red brick with graystone trimmings; hot-air-heating plant; slate roof; cost \$25,000. Holmboe & Lafferty prepared the plans.

Boyce, La.—Building.—A. & H. A. Joyner have let contract to J. M. Simms, Alexandria, La., for the erection of concrete-stone building, 78x72 feet, after plans by C. Scott Spager, Alexandria, La.

Bristol, Va.—Tenn.—Office Building.—South & Western Railway Co., M. J. Caples, general manager, states there is no truth in the report mentioned August 9 that a \$25,000 office building will be erected.

Bushnell, Fla.—Bank Building.—Citizens' Bank is reported to erect brick building.

Camp Hill, Ala.—School Building.—Collars & Craver of Auburn and Alexander City, Ala., have contract to erect proposed two-story pressed-brick school building; cost \$8000 to \$10,000.

Cape Girardeau, Mo.—Lodge Building.—Contract will be let at once for the erection of lodge and club building for the Elks Realty Co. after plans by J. B. Legg, St. Louis, Mo.; 60x100 feet; low-pressure gravity return steam-heating system; electric fixtures; electric elevator; cost \$33,000.

Cape Girardeau, Mo.—Church.—Contract will shortly be let for the erection of edifice for the Methodist congregation to cost from \$20,000 to \$25,000. Address The Pastor.

Carmen, O. T.—Orphans' Home.—Snyder & Billings, Guthrie, O. T., have contract at \$15,967 for the erection of proposed I. O. O. F. Orphans' Home.

Charleston, W. Va.—Store and Flat Building.—Geo. S. Couch will erect four-story brick store and flat building, 25x120 feet, to cost \$18,000; Davidson Bros., architects and contractors.

Charlottesville, Va.—Depot.—Chesapeake & Ohio Railway Co. has secured site for the erection of proposed freight depot. T. W. King, Huntington, W. Va., is supervisor of bridges and buildings.

Chattanooga, Tenn.—Apartment-house.—Contract will be let at once for apartment-house to be erected by C. D. Mitchell after plans by Adams & Alsop; two stories in front and three in rear; cost \$9000.

Conway, S. C.—Jail Building.—Panty Jail Building Co., St. Louis, Mo., has received contract at \$9400 through Geo. G. Smith, Asheville, N. C., agent, for the erection of jail building for Horry county, previously reported.

Conway, Ark.—Cotton Warehouse.—Faulkner County Warehouse Co. has been organized with \$5000 capital stock to build cotton warehouse. Joseph Leinhardt is president; G. W. German, vice president, and E. B. McCulloch, secretary-treasurer.

Corning, Ark.—Lodge Building.—Old Fellows' Building Co., reported incorporated last week with \$15,000 capital stock, will erect lodge building. Plans have not been adopted.

Cotton Plant, Ark.—Dormitory.—L. F. Doyle has contract for the erection of dormitory mentioned July 12 to be erected at the Cotton Plant Academy after plans by D. E. Sheridan, 6117 Penn avenue, Pittsburg, Pa.; 2½ stories, 33x78 feet; brick.

Covington, La.—School Building.—Plans by Andrew J. Bryan, 708 Hennen Building, New Orleans, La., have been adopted for \$25,000 high-school building, previously mentioned.

Dallas, Texas.—Telephone Exchange.—H. A. Overbeck has prepared plans for building previously reported to be erected by the Southwestern Telegraph & Telephone Co.; two stories, 37x52 feet; brick, steel and reinforced concrete; gravel roof; hot-water-heating plant; cost \$12,000.

Dallas, Texas.—Factory and Warehouse.—Fulton Bag & Cotton Mills, Atlanta, Ga., wants bids for the erection of a factory and warehouse building; main building five stories and basement, with power-house attached. Warehouse will consist of 10 half stories, equaling five full stories of the factory building.

Denver, S. C.—Dwelling.—F. B. Maxwell, Anderson, S. C., has contract to erect residence for J. Reld Garrison after plans by J. Huntley Casey, Anderson, S. C.; 64x58 feet; ordinary construction; cost \$6000.

Eastman, Ga.—Store Building.—Dr. E. H. Bacon and Judge C. B. Murrell have let the contract for four brick store buildings.

El Paso, Texas.—Church.—Second Baptist Church, J. T. Hill, pastor, is reported as considering the erection of \$10,000 edifice.

Ensley, Ala.—Telephone Exchange.—Southern Bell Telephone & Telegraph Co. will erect brick building 30x75 feet, to be equipped as telephone exchange, on site mentioned last week as purchased. About \$10,000 will be invested in building and equipment; main office, Atlanta, Ga.

Fort Hunt, Va.—Pier.—Carter & Clarke, Washington, D. C., submitted the lowest bid at \$14,866 for the construction of proposed pier for the government at Fort Hunt.

Fort Monroe, Va.—Hotel.—George F. Adams, manager Hotel Chamberlin, is having plans prepared for a 200-room hotel to be erected on the Old Point reservation, for which permission has been granted by the government.

Fort Towson, I. T.—Dwelling.—J. G. Shelton, Roswell, I. T., has contract to erect residence for W. Wilson mentioned August 2; two stories; frame; ordinary construction;

cost \$5000. Glenn Bros., Hugo, I. T., prepared the plans.

Franklin, La.—Courthouse.—Plans have been selected for a \$115,000 courthouse to be erected by St. Mary's parish. Address County Judge.

Frederick, Md.—Association Building.—A. Lawther Forrest, Professional Building; Morris & Clifford, Equitable Building, both of Baltimore, Md.; Hugh McLelland, New York, N. Y., and Hammie & Leber, York, Pa., have submitted plans for Young Men's Christian Association building, previously reported to be erected.

Gadsden, Ala.—Dwelling.—W. A. Bellenger has purchased two lots on which to erect dwelling and cottage.

Gadsden, Ala.—Depot.—F. M. Brogan, Fayetteville, Tenn., has contract to erect addition to the passenger and freight depot of the Nashville, Chattanooga & St. Louis Railroad.

Gainesville, Ga.—Military Academy.—F. M. Loden has contract to erect building at the Military Academy mentioned last week; 168x160 feet; ordinary construction; steam heat; electric lights; freight elevator. Barber & Klutz, Knoxville, Tenn., prepared the plans.

Georgetown, S. C.—School Building.—C. C. Wilson, Columbia, S. C., has prepared plans for school building previously reported to be erected; ordinary construction; electric fixtures; cost \$5,000.

Gravette, Ark.—Church.—Methodist congregation is arranging for the erection of \$6500 edifice. Address The Pastor.

Greenville, S. C.—City Hall.—City is considering the remodeling of City Hall, and a committee has been appointed to consider plans and specifications. L. P. Slatery is commissioner of public works.

Hattiesburg, Miss.—College Buildings.—W. C. Bennett has contract to erect building for the South Mississippi College mentioned last week. Barber & Klutz prepared the plans.

Helena, Ark.—Hotel.—J. S. Horner has purchased the Cleburne Hotel and will organize company to enlarge and operate.

Henderson, Ky.—Courthouse.—Henderson county is considering the erection of courthouse. Address J. H. Hart, county judge.

High Point, N. C.—Bank and Office Building.—Wheeler, Runge & Dickey, Charlotte, N. C., have been commissioned to prepare plans for a five-story pressed-brick bank and office building to be erected by W. J. Armfield, E. M. Armfield and associates at a cost of \$80,000.

Hillsboro, Texas.—School Building.—City will vote August 30 on a \$20,000 bond issue for erecting school building. Address The Mayor.

Hot Springs, Ark.—Theater and Skating Rink.—Oaklawn Amusement Co. has been incorporated with \$25,000 capital stock by David Laser, Joe Longworth, C. N. Rix and S. W. Leslie to operate skating rink and theater.

Houston, Texas.—Bank Building.—Lumbermen's Bank & Trust Co., recently organized with S. F. Carter, president, has purchased site on which to erect building.

Houston, Texas.—Clubhouse.—Bids will be opened August 25 for the erection of clubhouse for the Seabrook Hunting and Fishing Club mentioned July 12; three stories, 136.3x156.6 feet; frame; concrete foundation; composition roof; electric and gas fixtures; cost \$20,000. O. H. P. Rudisill & Son prepared the plans.

Ira, S. C.—Dwelling.—Jos. Huntley Casey, Anderson, S. C., is preparing plans for a \$10,000 residence to be erected for Thomas C. Jackson.

Jackson, Miss.—Hotel and Office Building.—Joel F. Johnson is completing arrangements for the erection of proposed eight-story hotel and office building.

Jackson, Miss.—Lodge Building.—J. F. Barnes has contract to erect Elks' home; three stories with stone front and cost \$25,000.

Jackson, Miss.—Office Building.—Lamar Mutual Life Insurance Co. has purchased building, which will be remodeled as office building. An entire stone front will be put in.

Jackson, Miss.—Science Hall.—Board of trustees of the University of Mississippi have let contract to C. W. Allen & Sons Company, Peoria, Ill., for the erection of proposed science hall.

Jackson, Miss.—Buildings.—James Swann has contract for building main wings at the Deaf and Dumb Institute, and C. M. Rubush of Meridian, Miss., has contract for building industrial hall, barn and dairy buildings.

Johnson City, Tenn.—Business Building.—C. G. Mitchell is preparing plans for a two-

story building 108x30 feet for the King estate.

Kansas City, Mo.—Theater.—The building being erected for the Shubert Theater, for which Cudworth, Axtell & Co., Kansas City Life Building, have contract, will be five stories; reinforced-concrete floor beams and columns of steel; face of cut stone and brick. Three stories of building will be used for business offices. The contractors have installed an electrically-operated concrete mixer for the work, and an electric hoist for handling the building material will also be installed.

Kansas City, Mo.—Office Building.—L. R. Pinaire has contract to make improvements to office building for the Metropolitan Street Railway Co., mentioned August 9, to consist of two additional stories to rear of building and remodeling first floor; cost \$30,000; Lewis Curtis, architect.

Kansas City, Mo.—Church.—Independence Christian Church has purchased site, 165x195 feet, on which to erect proposed \$25,000 edifice. Address The Pastor.

Knoxville, Tenn.—Business Building.—The building to be erected by the Swenson estate, for which contract has been let to L. A. Galyon, will be six stories, 50x214 feet; ordinary construction; steam heat; electric fixtures; cost \$42,000; Bauman Bros., architects.

Lake Providence, La.—School Building.—The police jury of East Carroll parish has arranged for an election September 3 to vote on a one-mill tax for erecting \$30,000 school building.

Lexington, Ky.—Tobacco Warehouse.—Hendricks Bros. & Co. have contract to erect tobacco warehouse for the American Tobacco Co., previously mentioned; John Bacon Hutchings, architect; Henry Franklin Hawes, associate architect, Louisville, Ky.

Little Rock, Ark.—Newspaper Building.—C. W. Clark has contract to rebuild the Democrat Building recently burned; to be four stories and occupied exclusively by the Democrat Printing & Publishing Co.

Louisville, Ky.—Store Building.—Reuben T. Durrett has secured permit for the erection of four-story brick building 25x182 feet, to cost \$12,000.

Louisville, Ky.—Store and Flat Building.—O. P. Reuter has completed plans and is receiving bids for store and flat building to be erected by Stockhoff Bros.; 2½ stories, 90x28 feet; brick with stone trimmings; tin roof; cement floors in store; electric lights; cost \$25,000.

Louisville, Ky.—School Building.—Thomas & Bohlen, Kellar Building, have completed plans for addition to Manual Training High School.

Louisville, Ky.—Dwelling.—J. J. Gaffney, 5th and Jefferson streets, has prepared plans and is receiving bids for a two-story residence to be erected by John C. Groves; 32x22 feet; brick.

Lynchburg, Va.—Store Building.—E. Goodman Company, 406 Main street, Danville, Va., is erecting three-story building with metal ceilings. Elevator will be installed.

Macon, Ga.—Building, etc.—Of the \$65,000 appropriated to the Georgia Academy for the Blind \$51,000 will be used in finishing work on the building proper, \$3000 will be expended in grading and shaping the grounds, \$3000 for sewer system, \$2000 for walls around the academy, etc. Ben C. Smith is president of board of trustees.

Memphis, Tenn.—Hotel.—Contract will be let about September 20 for annex to be built to the Peabody Hotel, R. Brinkley Snowden, owner, for which Chighizola, Hanker & Cairns were mentioned last week as preparing plans; 46x150 feet; 300 rooms with bath; fireproof construction; high-pressure-heating plant and ventilating system; high-speed electric elevator; complete electric and refrigerating plant; cost \$450,000.

Memphis, Tenn.—Store and Dwelling.—Mrs. E. Crowley has secured permit for the erection of two-story brick store and dwelling; cost \$6000.

Memphis, Tenn.—Dwelling.—J. H. Moselage has contract to erect two-story stone-veneered residence for Mrs. Goodman and Mrs. Richardson after plans by Jones & Furbinger; slate roof; cost \$18,000.

Mendenhall, Miss.—Courthouse and Jail Building.—Board of supervisors of Simpson county wants plans and specifications for a \$75,000 courthouse and \$10,000 jail; courthouse to be of brick or stone and jail of brick.

Mobile, Ala.—Infirmary.—Mobile Construction Co. has contract to erect the Jackson-Frazier Infirmary; cost \$15,000.

Mobile, Ala.—Office and Flat Building.—Berouon & Sands have let contract for the

erection of proposed \$10,000 office and flat building.

Montgomery, Ala.—Office Building.—First National Bank, A. M. Baldwin, president, is having plans prepared for improvements to the Moses Building.

Nashville, Tenn.—Building.—Lew and Andrew Thuss have secured permit for the erection of two-story brick building to cost \$12,000.

New Iberia, La.—Opera-house.—Christian Bros. of Dayton, Ohio, contemplate erecting \$40,000 opera-house previously mentioned.

New Orleans, La.—Skating Rink.—The skating rink to be erected in the city park by James G. Dillon, 338 Canal street, for which Mackenzie & Goldstein, New Orleans National Bank Building, were mentioned last week as preparing plans, will be 250x150 feet; one story with inner gallery; frame construction; electric fixtures; cost \$23,000. Plans have been approved and bids for construction will be asked at once.

Nolin, Ky.—Bank Building.—A new bank, organized with W. W. Tabb, president, will erect brick building.

Norfolk, Va.—Stores and Warehouse.—A syndicate headed by James E. Heath has purchased at \$30,000 property fronting 234 feet on Main street, on which, it is stated, 10 stores and a warehouse will be erected.

Norfolk, Va.—Building.—Ferguson & Callow have completed plans for three-story brick building to be erected by D. Lowenberg; cost \$18,000.

Oxford, Miss.—Science Hall, Infirmary, etc. Allen, Sons & Co., Peoria, Ill., have contract for building science hall, infirmary and four residences for professors at the University of Mississippi; cost \$67,000.

Oklahoma City, O. T.—Dwelling.—W. L. Tuel of Cedar Rapids, Iowa, has purchased site on which to erect an \$8000 residence.

Oklahoma City, O. T.—School Building.—Bids will be received until September 6 for erection of school building in District 42, Council Grove township, Oklahoma county. Plans and specifications can be seen at office of E. Coady & Co., architects, 132½ West Main street, Oklahoma City, O. T., or at the school district above mentioned, by calling on the board, J. Canning, clerk; W. N. Sheelanbarger, treasurer, and C. R. Birks, director. Certified check for 5 per cent. of amount of bid must accompany each bid. Usual rights reserved.

Oliver, Ga.—Cotton Warehouse.—Planters' Warehouse Co., reported incorporated August 2, will erect an iron warehouse, 70x125 feet, for storing cotton. G. W. Gross is president; J. J. Tuillis, vice-president, and W. J. Quantock, secretary-treasurer; R. H. Zittroener, architect.

Paintsville, Ky.—Office Building.—J. M. King, Ashland, Ky., has contract to erect office building for J. C. C. Mayo after plans by Brown & Davis, Cincinnati; one story, 35x70 feet; cost \$8000.

Paris, Texas.—Auditorium.—H. P. Meyer and associates are having plans prepared for the erection of a \$12,000 auditorium.

Petros, Tenn.—Bank and Office Building.—Morgan Bank & Trust Co. will erect three-story building to cost \$10,000.

Petros, Tenn.—Office Building.—Big Brushy Coal & Coke Co. is erecting two-story concrete office building, 60x150 feet, to cost \$10,000 to \$12,000.

Portsmouth, Va.—Association Building.—S. B. Hutchins, Norfolk, Va., has contract to build addition and make other improvements to the Y. M. C. A. Building after plans by Edward Overman.

Raleigh, N. C.—County Jail, etc.—J. T. Broughton, J. T. Edwards and S. W. Ferrell, building committee of the board of commissioners of Wake county, Raleigh, N. C., will receive bids for the following improvements to be made for the county: For enlargement of county jail according to plans and specifications made by Barrett & Thompson on file in office of J. J. Bernard, register of deeds; for iron cells, doors and bathtubs, etc., for county jail as specified in plans and specifications; enlarging vault in office of register of deeds, building chapel for county home, making additions of four rooms to courthouse building according to plans and specifications made by H. P. S. Keller on file with register of deeds; furnishing courthouse and jail with all necessary fixtures and appliances for heating same by hot air and by steam or hot water, painting courthouse building outside (including any necessary repairs). All bids must be filed with J. J. Bernard, register of deeds, by August 29. Work to be started at once and completed by November 20. Usual rights reserved.

Richmond, Va.—Apartment-house.—Contract will be let August 22 for 15 apartment-houses for which C. R. Dewey was mentioned last

week as preparing plans; two stories, 16x19 54 feet; ordinary construction; gas fixtures; cost \$24,000; Julian W. Tyler, owner.

Roanoke, Va.—Church.—Thuma & Dovell, Bridgewater, Va., have contract to erect edifice for the United Brethren Church, C. H. Crowell, pastor, after plans by Ben D. & M. C. Price, Atlantic Highlands, N. J.; 57x68 feet; brick; metal roof; ordinary construction; hot-air-heating plant; gas and electric fixtures; cost \$11,500.

Roland Park, Baltimore, Md.—Residence.—Wyatt & Nolting, architects, Builders' Exchange Building, have distributed revised plans for residence to be erected at Roland Park for C. R. Barnett. Estimating are the Roland Park Company, Roland Park; C. S. M. Williamson, 18 East Lexington street, and Gladfelter & Chambers.

Savannah, Ga.—Church and Parish Hall.—Bids will be received until September 10 for erecting a church and parish hall for St. Paul's Episcopal Church. For plans, specifications and further information apply to Percy Sugden, Merchants' National Bank Building. Usual rights reserved. (Bids previously asked to be opened August 22.)

Sewell's Point, Va.—Exposition Building.—J. W. Davis of Norfolk, Va., is lowest bidder at \$78,580 for the erection of education and historic arts building on the exposition grounds.

Sewell's Point, Va.—Building.—Travelers' Protective Association of Virginia, Norfolk, Va., will erect a \$5000 building on the exposition grounds.

Shreveport, La.—Fair Building.—L. A. Parisher has contract at \$16,900 for the erection of State fair building.

Shreveport, La.—Clubhouse.—Shreveport Elks Building Co., Ltd., will expend \$30,000 in improvements to clubhouse mentioned last week. The building is three stories, 75x80 feet; mill construction; low-pressure steam-heating plant; electric and natural-gas fixtures; A. J. Armstrong, architect.*

Smithfield, Va.—School Building.—Town has voted affirmatively the proposed \$10,000 bond issue for the erection of high-school building. Address The Town Clerk.

Starkville, Miss.—Cotton Warehouse.—Ok-tibbeha County Cotton Warehouse Co. has been incorporated with \$10,000 capital stock by R. P. Washington, L. L. Criger, W. T. Norris, H. H. Sikes and others.

St. Joseph, Mo.—Hotel.—Chartered: Buchanan Hotel Co., with \$170,000 capital stock, by Hilton Tootle, Jr., Joshua A. Graham, E. L. Douglass and others.

St. Louis, Mo.—Warehouse.—Louis Melnecke has purchased site on which to erect an eight-story warehouse having a frontage of 90 feet.

St. Louis, Mo.—Dwelling.—H. Lynch & Co., Dolph Building, have prepared plans for a residence to be erected by J. J. Koube, 759 Euclid avenue, at a cost of \$7000; two stories, 30x50 feet; brick and stone; hard plaster; gas and electric fixtures.

St. Louis, Mo.—Apartment-house.—Fred Steiner has purchased site on which to erect a three-story apartment-house.

St. Louis, Mo.—Dwelling.—Oliver Popp, 4976 Reber place, has prepared plans for residence to be erected by John Turek at a cost of \$5000; brick and stone; composition roof; modern plumbing; gas and electric fixtures.

St. Louis, Mo.—Dwelling.—J. M. Dunham, Odd Fellows' Building, has prepared plans for residence for Henry Baltz, 5854 Etzel avenue; three stories; brick and stone; composition roof; cement plaster; gas and electric fixtures.

St. Louis, Mo.—Dwelling.—Thomas Scofield is having plans prepared by G. L. Wageley, 5971 Easton avenue, for proposed two-story residence of brick and stone; modern plumbing; gas and electric fixtures; cost \$6000.

St. Louis, Mo.—Dwelling.—Ed F. Nolte, 620 Chestnut street, has prepared plans for residence to be erected by E. P. Fritzsche at a cost of \$5000; building to be two stories, 27x38 feet; brick and stone. Gas and electric fixtures will be installed.

St. Louis, Mo.—Flat Building.—A. F. Haussler, Roe Building, has prepared plans and will receive bids for a flat building to be erected by J. T. Schletter; two stories, 45x52 feet; brick and stone; tar and gravel roofing; hard plaster; gas and electric fixtures; cost \$5500.

St. Louis, Mo.—Flat Building.—Dr. Fred L. Pohlman, 2235 North Market street, has had plans prepared by William Wedemeyer, Waln-wright Building, for a two-story double flat building 37x45 feet; brick and stone; tar and gravel roof; hard plaster; gas and electric fixtures; cost \$7500.

St. Louis, Mo.—Flat Building.—J. M. Dunham, Odd Fellows' Building, is preparing plans for flat building to be erected by Mrs.

Gilwick, 5863 Bartmer avenue; two stories, 25x56 feet; brick and stone; modern plumbing; composition roof; hard plaster; gas and electric fixtures; plate glass; cabinet mantels; cost \$5000.

St. Louis, Mo.—Flat Building.—Mrs. L. R. Thomas, 4212 Garfield avenue, has had plans prepared by J. M. Dunham, Odd Fellows' Building, for a two-story flat building 25x56 feet; brick and stone; modern plumbing; composition roof; plate glass; cabinet mantels; cost \$5000.

St. Louis, Mo.—Flat Building.—G. L. Wageley, 5971 Easton avenue, is preparing plans for a two-story flat building 22x42 feet to be erected by W. G. Scofield; brick and stone; composition roof; hard plaster; gas and electric fixtures; modern plumbing; plate glass; cost \$5500.

St. Louis, Mo.—Store and Flat Building.—William Stein has had plans prepared by T. C. Link for a two-story store and flat building 25x63 feet; cost \$10,000.

St. Louis, Mo.—Store Building.—Otto J. Boehmer, Colonial Security Building, is preparing plans for improvements to be made to store building for Samuel Marks, to cost \$5000.

Towson, Md.—Bank Building.—Bids will be opened August 22 for improvements to be made to building for the Second National Bank after plans by Wyatt & Nolting, Builders' Exchange Building, Baltimore, Md. Daniel Harding, Charles E. Thomas, both of Towson; John Cowan, 106 West Madison street, and William T. Murphy, 908 North Howard street, both of Baltimore, Md., are estimating on the construction.

Tuscaloosa, Ala.—Masonic Temple.—C. E. Galligan has contract to erect Masonic temple, previously mentioned, after plans by F. E. Shaw, Meridian, Miss.; three stories, 41x120 feet; brick; steam heat; electric and gas fixtures; cost \$18,000 to \$20,000. W. E. Brigham is chairman building committee.

Tuscaloosa, Ala.—Lodge Building.—W. E. Spink, Birmingham, Ala., has prepared plans for \$25,000 building to be erected by local lodge of Elks.

Tuscaloosa, Ala.—Courthouse.—Tuscaloosa county will vote in November on a \$100,000 bond issue for the erection of courthouse. Address County Judge.

Tuscaloosa, Ala.—Rectory.—Episcopal congregation will erect \$12,000 rectory. Address The Pastor.

Tyler, Texas.—School Building.—School Board is considering the erection of a \$15,000 high-school building.

Virginia Beach, Va.—Pavilion.—Virginia Beach Co. will open bids August 27 for the erection of a pavilion. Drawings and specifications can be obtained by applying to W. T. Zepp, architect, or at the office of the company, 1217 National Bank of Commerce Building, Norfolk, Va. Usual rights reserved.

Wadesboro, N. C.—Bank and Office Building.—Hook & Rogers, Charlotte, N. C., are preparing plans for building mentioned August 9 to be erected by the First National Bank; three stories; stone, pressed brick and terra-cotta front. Steam heat and electric lights will be installed.

Wagoner, I. T.—City Hall.—City contemplates erecting city hall of brick to contain fire department, jail and police department. A. F. Evans is city recorder.

Walhalla, S. C.—Dwelling.—W. L. Barlow, Hartwell, Ga., has contract to erect \$5000 residence for C. W. Bauknight after plans by J. H. Casey, Anderson, S. C.

Washington, D. C.—Dwellings.—A building permit has been secured for the erection of proposed dwellings for Thomas J. Fisher & Co., 1414 F street N. W. There will be seven two-story houses; Burgess & Parsons, 627 F street N. W., builders; H. P. Clark, architect.

Washington, D. C.—Theater.—George A. Fuller Company of New York city has been awarded contract for the erection of theater on 9th street near F, site for which was recently purchased by Weber & Rush of New York. Structure will be three stories, 80x200 feet; stone with ornamental terra-cotta exterior; steel-frame construction fireproofed with concrete; electric wiring and fixtures; sanitary plumbing; steam-heating system; cost about \$150,000; John B. McElfatrick & Sons, architects, 1402 Broadway, New York.

Washington, D. C.—Hotel.—Congress Hall Hotel Co., with a capital stock of \$150,000, has incorporated for the purpose of erecting hotel on Capitol Hill. Site has been secured on New Jersey avenue between B and C streets, with a frontage of 77 feet on New Jersey avenue and a depth of 212 feet, extending to South Capitol street, on which it has a frontage of 134 feet, containing in the aggregate about 26,000 square feet. Structure will be thoroughly modern, having about 225 rooms. It will be eight or nine stories high, the site, construction and equipment to cost

about \$300,000. Officers of the company are Dr. William P. C. Hazen, president; B. B. Earnshaw, 723 12th street S. E., vice-president; Henry H. McKee, secretary; John C. Weedon, 813 Massachusetts avenue, treasurer; Silas A. Manuel, Hotel Varnum, general manager.

Washington, D. C.—Hospital.—Depot Quartermaster Butts, War Department, will invite bids for the construction of proposed hospital to be erected on Brightwood road. Structure will be modern and cost about \$300,000.

Washington, D. C.—Dwelling.—Hennen Jennings, 1626 Rhode Island avenue N. W., is reported to have commissioned George Oakley Toten, Jr., architect, 930 16th street N. W., to prepare plans and specifications for the erection of dwelling at Massachusetts and Sheridan avenues.

Washington, D. C.—Office Building.—Martin Bros., 1925-1927 Pennsylvania avenue, have purchased site adjacent to their present offices and will erect modern fireproof office building. Details of construction have not been determined, but it is probable the front will be of Indiana limestone and light brick or glazed terra-cotta; steel-frame construction; eight or nine stories.

Washington, D. C.—Bank and Office Building.—Contractors estimating on the construction of the proposed bank and office building to be erected at 15th and H streets N. W. for the Union Trust Co., Edward J. Stellwagen, president, 1414 F street N. W., include William P. Lipscomb & Co., 1405 F street N. W.; James L. Parsons and Richardson & Burgess, Colorado Building; Fissell & Wagner, all of Washington; George A. Fuller Company, Thompson-Starrett Company, A. B. Standard and Norcross Bros. Company, all of New York; Wells Bros. Company, Chicago; Edwin Gilbert & Co. and Cramp & Co., both of Philadelphia. Structure will be eight stories, 53x161 feet, with a wing; stone and brick; steel-frame construction; terra-cotta fireproofing; marble finish in the bank; sanitary plumbing; steam-heating system; electric wiring and fixtures; electric elevators, etc.; cost about \$500,000. Bernard R. Green, superintendent Congressional Library, will supervise work of construction.

Washington, D. C.—Theater.—Weber & Rush, New York, have purchased through David Moore, 1328 New York avenue N. W., lot at 513 and 515 9th street N. W. and extending through to 8th street, and, as previously reported, have commissioned John B. McElfatrick & Son, architects, 1402 Broadway, New York, to prepare plans and specifications for theater building to be erected on the site; three stories, 80x200 feet; stone with ornamental terra-cotta exterior; steel-frame construction fireproofed with concrete; electric wiring and fixtures; sanitary plumbing; steam-heating system; cost about \$150,000.

Washington, D. C.—Dwellings.—Mary I. May has awarded contract to W. B. Holtzclaw, builder, 1705 Pennsylvania avenue N. W., for the construction of seven three-story brick dwellings at 1753-1765 Euclid street N. W. and four three-story brick dwellings at 2500, 2510, 2512 and 2514 Ontario road to cost about \$75,000. Electric wiring and fixtures, sanitary plumbing and heating systems will be installed.

Waynesville, N. C.—Bank Building.—Commercial Bank, incorporated with Roland E. Osborne, president, has purchased site on which to erect three-story pressed-brick building.

Williamston, S. C.—Dwelling.—David Hem-bree, R. F. D. No. 2, has contract to erect residence for Dr. C. L. Guyton, R. F. D. No. 2, after plans by Joseph Huntley Casey, Anderson, S. C.

Wilmington, N. C.—Warehouse and Freight Depot.—Seaboard Air Line Railway, it is reported, will erect a warehouse 100x300 feet and freight station. W. L. Seddon, Portsmouth, Va., is chief engineer.

Winchester, Va.—Library Building.—Contract will be let within the next few weeks for library building referred to August 9. Steam heat, gas and electric fixtures will be installed; cost \$100,000; Barney & Chapman, 520 Fifth avenue, New York, architects.

Winston-Salem, N. C.—Masonic Temple.—Salem Masonic Lodge No. 289 contemplates erecting Masonic temple.

Yonkum, Texas.—Business Building.—Dr. W. Shropshire is arranging to erect a three-story brick building.

Plant and Lumber for Sale.

The attention of prospective purchasers is invited to the announcement offering for sale a woodworking plant and stock of lumber at Norfolk, Va. The plant, including the machinery, is in good condition. Information may be obtained by addressing Woodworking, care of Manufacturers' Record.

RAILROAD CONSTRUCTION.

Railways.

Agricultural College, Miss.—Mr. C. E. Ard, professor of physics and electrical engineering, informs the Manufacturers' Record that franchises have been granted and charter publication begun for an electric railway from the Agricultural and Mechanical College to Starkville, about two and one-half miles. The road is to be built immediately upon the granting of charter. Address C. E. Ard, Starkville, Miss.

Alexandria, La.—Adams & Peters, it is reported, have the contract for 27 miles of the Rock Island extension out of Alexandria. A. J. Hayes also has a subcontract.

Alston, O. T.—Concerning the Western Oklahoma Railway Co. recently incorporated, Mr. W. B. Jansen, fourth vice-president of the Atchison, Topeka & Santa Fe Railway system, writes from Chicago to the Manufacturers' Record confirming previous report as to the several lines to be constructed, but further saying that construction of but 31 miles, from Alston to Selling, O. T., is at present proposed. Mr. James Dun, chief engineer, 1033 Railway Exchange, Chicago, is in direct charge of work. President is Henry E. Asp, Guthrie, O. T.; first vice-president, W. B. Jansen; second vice-president, J. W. Kendrick; third vice-president, G. T. Nicholson, all of Chicago; secretary-treasurer, E. L. Copeland, Topeka, Kan.; general counsel, Walker D. Hines, New York.

Americus, Ga.—It is proposed to build a railroad about 82 miles long which will connect Americus and Eastman, Ga., via Vienna, the line to be called the Georgia & Northeastern. The incorporators are J. P. Heard, J. O. Hamilton, Joseph Burns, P. G. McDonald, M. P. Hall, J. J. Cooper, C. T. Stovall, Ed Howell, D. B. Thompson and J. Frank Powell.

Augusta, Ga.—The Georgia & Florida Railway Co. has completed its permanent organization. It proposes to build a line from Augusta to Valdosta, Ga., and the Gulf of Mexico, as heretofore described. The directors are William H. Barret, W. E. Bush, J. F. McGown, George R. Lombard, J. T. Bothwell, J. E. Harper and R. R. Goodwin of Augusta; J. M. Wilkinson, Valdosta; A. C. Braxton, E. L. Beemis, John Skelton Williams of Richmond; Douglas H. Gordon, Baltimore; H. C. Perkins, Washington, and F. Q. Brown, New York. The officers are: President, John Skelton Williams; first vice-president, J. William Middendorf, Baltimore; second vice-president, John Scott, New York; chairman executive committee, E. L. Beemis; secretary, C. T. Williams; treasurer, F. E. Nolting, all of Richmond, Va. Cecil Gabbett of Augusta is general manager.

Batesville, Ark.—At a recent meeting of stockholders of the Missouri, Arkansas & Southwestern Railway Co. directors were elected, as follows: R. W. Earnheart, A. T. Evans, Jos. C. Magness, C. H. Hogan and A. B. Matheny. It was decided to place bonds to the amount of \$250,000 on the market at once.

Bayou Sale, La.—Bids will be received until noon on August 22 for grading 10 miles of line on Morgan's Louisiana & Texas Railroad from Bayou Sale to South Bend Plantation. E. B. Cushing is general superintendent, and A. V. Kellogg is engineer maintenance of way, both at New Orleans.

Beaumont, Texas.—The Gulf & Interstate Railway is reported sold to the Santa Fe. Line is 70 miles long from Beaumont to Port Bolivar, near Galveston, and it is said some short extensions may be made. C. F. W. Felt is chief engineer of the Santa Fe at Galveston. Mr. L. P. Featherstone, one of the owners of the Gulf & Interstate, is quoted as admitting that negotiations with the Santa Fe are in progress.

Bryan, Texas.—Reported that Col. Ed Kennedy of Houston will immediately begin work on the proposed electric railway from Bryan to College Station, four and one-half miles. Later a company with \$150,000 capital will be formed. Survey is to be finished by September 1 and grading is to be completed within a month.

Campton, Ky.—The railroad from Natural Bridge to Campton has been completed and will be immediately opened for business.

Carthage, N. C.—Henry A. Page, secretary and treasurer of the proposed Carthage & Pinehurst Railroad, Aberdeen, N. C., is quoted as saying that surveys have been made for the proposed line from Carthage to Pinehurst, N. C., 12 miles, and construction is to begin in September. T. B. Tyson of Carthage is president, and Frank Page of Blaoce, N. C., is chief engineer.

Charlotte, N. C.—The Carolina Mineral Railway Co. is chartered to build a line 40 miles

long from Charlotte, N. C., to Lancaster, S. C., but about 35 miles will be in North Carolina. It will run via the plant of the Colossus Gold Mining & Milling Co. in this (Union) county. J. F. Keller and D. H. Kulp of Lancaster, Pa., are the principal stockholders. The others are John A. Hipple, Marietta, Pa.; Israel G. Erb, Little, Pa.; P. W. Baker and S. N. Root, Landisville, Pa.; John N. Musser, Mannheim, Pa., and A. J. Moore, Waxhaw, S. C.

Chickasha, I. T.—The Rock Island is reported to be building five additional side tracks, each 4000 feet long, making 12 such tracks in its yards here.

Crowley, La.—The Opelousas, Gulf & Northeastern Railway is reported to have secured land for its terminal in Crowley. C. C. Gung of Opelousas is chief engineer.

De Leon, Texas.—A movement is under way to secure the building of a railroad from De Leon to Cross Plains, Texas, about 40 miles. Among those interested are J. Doss Miller of De Leon, W. A. McGown and J. A. Wagner of Cross Plains, D. E. Jones and D. M. Jacobs of Rising Star, O. E. Whaley and Dr. Westbrook of Sipe Springs.

De Quincey, La.—Mr. R. M. Quigley of the Kenefick-Hammond-Quigley Company, contractors, is reported as saying that 78 miles of line have been graded on the Colorado Southern, New Orleans & Pacific Railway from De Quincey to Baton Rouge.

De Soto, Mo.—Mr. James G. Jennings, vice-president and chief engineer of the Ozark Engineering & Construction Co., writes the Manufacturers' Record that the St. Louis & Southeastern Railway Co. proposes to build a line from St. Louis via Hillsboro, De Soto, Valle Mines, East Bonne Terre, Flat River and St. Genevieve to Cape Girardeau, Mo., about 135 miles. About 40 per cent. of the right of way is secured. When the entire line is surveyed bids for construction and equipment will be received. The officers are: O. M. Munroe, president; Wm. J. Manthe, vice-president; Edward Belsar, secretary; J. F. Walther, treasurer; Jas. G. Jennings, second vice-president and chief engineer, and John W. Edy, assistant chief engineer, all of De Soto, Mo.

Dixon, Ky.—Reported that Irvin Wheatcroft will build a railroad from Dixon to either Henderson or Corydon, Ky. A survey has been made to the latter point.

Fayetteville, W. Va.—Contracts are reported closed with King, Killough & Co. of Philadelphia to build the proposed Fayette & Fayetteville Electric Railway, about two and one-half miles long. Philip Konrad is engineer. A. D. Roberts and Ben D. Koontz of Fayetteville are interested.

Florence, Ala.—A franchise for a belt line has been granted to the Mineral Belt Railway, chartered several months ago. Survey is now being made. Thurston H. Allen of Florence and others are interested.

Fort Worth, Texas.—The Texas & Northern Railway Co. incorporation articles have been approved; headquarters at Fort Worth; capital \$100,000; proposed line from Fort Worth to Egan and thence to Dallas, Texas, about 60 miles. The incorporators are Oscar Wells, G. H. Colvin and J. B. Daniel, all of Fort Worth; Rhodes S. Baker, Sidney Reinhard, Royal A. Ferris and Henry E. Jackson, all of Dallas; W. A. McDonald of Cleburne, Texas; B. P. McDonald of Fort Scott, Kan., and David Bedell of Iowa, Kan.

Frederick, Md.—The Jefferson & Braddock Heights Railroad Co. has decided to build immediately its proposed line from Braddock Heights to Jefferson, which is later to be extended to Brunswick, Md. James E. Ingram, Jr., of Baltimore is president; Emory L. Coblent, vice-president; Edgar Hartlove, secretary, and Thomas H. Haller, treasurer.

Gadsden, Ala.—The Louisville & Nashville Railroad Co. has been granted a franchise in Gadsden to enable it to build its own line to the furnaces of the Coosa and the Alabama Consolidated Coal & Iron Co. W. A. Courtenay is chief engineer at Louisville, Ky.

Glen Jean, W. Va.—Wilson Bros. have been awarded contract to build five miles of the proposed electric railway from Glen Jean to Kilsythe and along Loop creek. Extensions may be made from Glen Jean to Thurmond and from Kilsythe to Beckley. Mr. McKell is principally interested.

Hillsboro, Mo.—The Hillsboro, Kimmswick & Northern Railway Co. has, it is reported, secured its franchise in the county to build its line from Meramec to Kimmswick and from the latter point to Hillsboro. The line will start from Jefferson Barracks. The Montesano Improvement Co. is said to be back of the plan, and Charles A. Gutke of St. Louis is manager.

Hillsboro, Mo.—The St. Louis, Hillsboro & Southern Railway Co. has applied for a

franchise from Hillsboro to St. Louis. R. E. Williams is president.

Iola, Texas.—Bids for construction of a five-mile railroad are being received by B. B. McDonald and associates, line to connect with roads running south from Fort Worth. It will reach the lands of the Iola Portland Cement Works.

Jasper, Ala.—Albert Russell, vice-president and general manager of the Alabama Central Railway, is reported as saying that survey is being made for the proposed line from Jasper to Clear Creek, 25 miles, and it is expected to begin construction about September 1. E. M. Barton of Chicago is president, and H. F. Wilson, Jr., of Birmingham, Ala., is chief engineer.

Jonesboro, Ark.—The St. Louis & San Francisco Railroad is reported to have let contract to the Patton & Gibson Construction Co. of Pittsburg for improving its line between Jonesboro and Memphis. A number of trestles are to be filled in.

Kansas City, Mo.—The Electric Terminal Railway of Kansas City has been chartered to build a line about five miles long in the Bush Creek valley; capital \$300,000. The directors are John Mayer of Parsons, Kan.; George H. Kahmann, W. E. Winner, Baylis Steele and H. G. Pert of Kansas City.

Knox City, Texas.—Mr. M. P. Paret, chief engineer of the Kansas City, Mexico & Orient Railway, writes from Kansas City to the Manufacturers' Record confirming the report that it is intended to extend from Knox City to Benjamin, Texas, as soon as possible.

Louisville, Ky.—The Chicago & Western Indiana Traction Co. has been organized in Indiana to build a line from Louisville, Ky., to Chicago, Ill., about 325 miles. The directors are Edward H. Barrows, Daniel W. Bolen and John S. McCulloch.

Louisville, Ky.—Most of the grading is completed on the 10-mile extension of the Louisville & Eastern Railway from Beard to Lagrange. It is expected to be in operation about October 1. When this is done the extension via Shelbyville to Frankfort, 53 miles, will be started, branching off the Lagrange line at Beechwood. It is also probable that another branch will be built from Shelbyville via Eminence to New Castle. F. M. Fauvre of Indianapolis, Ind., is president, and Percival Moore of Louisville, Ky., is general manager.

Memphis, Tenn.—The Lakeview Traction Co., financed by New York and Chicago capitalists to build an electric railway from Memphis to Lakeview and to Clarksdale, Miss., is reported to have completed survey to Clarksdale. Thomas Taggart is said to have resigned as president, and H. E. Craft, vice-president, is acting president.

Merrill, Miss.—Reported that the Hellman Company is surveying for a railroad from a point near its mill and going via Merrill to Leakesville, Miss. E. Rose will have charge of construction. Line will be 24 miles long.

Mobile, Ala.—The Mobile & West Alabama Railroad Co. has elected George J. Stegmair of Scranton, Pa., president, and H. Austill of Mobile, Ala., vice-president. Among the other directors are M. E. McDonald of Scranton, Pa.; P. F. G. Blain of Tuscaloosa, Ala., and C. N. Wing of Demopolis, Ala. It is reported that efforts will now be made to build the road.

Monett, Mo.—Charles D. Bennett, chief engineer of the Monett & Southwestern Construction Co., which is to build the Pineville & Northern Railroad, is reported as saying that the line projected is from Monett, Mo., to Wagoner, I. T., 120 miles, of which 44 miles are in Missouri, 12 miles in Arkansas and 64 miles in the Indian Territory. Survey made from Monett to Pineville, Mo., 38 miles, and construction is expected to begin within a month. J. A. Sturges of Pineville, Mo., is president of the railway. Mr. Bennett's address is at Maplewood, Mo.

New Orleans, La.—Mr. A. Monteleone, proprietor of the Commercial Hotel, writes the Manufacturers' Record confirming the report that he is interested in a plan to build an electric railway from New Orleans to La Branch, Mansack and Hammond, La., and says that he is going to endeavor to carry the plan through to success. A press report says that the Interurban Company of New York may build the line.

Newport, Ark.—The Wynne, Newport & Western Railroad Co. has been granted a charter to build its proposed line from Newport to Wynne, Ark., about 50 miles; capital \$280,000. The incorporators are Sigmund Wolf, Isaac Goldman, M. M. Stuckey, J. D. Wilman, Geo. R. Hays, H. A. Block, J. L. Hare, J. C. Harrell, W. H. Barnes and O. N. Kilough.

Oklahoma City, O. T.—Reported that it has been definitely determined to build the

proposed Oklahoma, Kingfisher & Northwestern Railroad promoted by W. C. Burke of Oklahoma City and others. C. G. Jones is also said to be interested. A. L. Phillips of New Orleans is chief engineer; line from Oklahoma City to Liberal, Kan., 150 miles.

Pennington Gap, Va.—Reported that the Louisville & Nashville Railroad is surveying for an extension from Pennington Gap to the Black Mountain coal field, about 50 miles. W. A. Courtenay is chief engineer at Louisville, Ky.

Pinnacle, Ark.—Robert Kunstan, consulting engineer, is quoted as saying that the Arkansas Soapstone & Refractories Manufacturing Co. has secured right of way for a tramroad nine miles long from the mines to Pinnacle.

Port Arthur, Texas.—Reported that the Southern Pacific will build a line into Port Arthur, having completed the survey. A. V. Kellogg, engineer maintenance of way of the Galveston, Harrisburg & San Antonio Railroad at Houston, Texas, can probably give information.

Richmond, Va.—The Richmond & Petersburg Electric Railway Co. is reported to be making a survey for the improvement of its line from Richmond to Petersburg, Va.

Rutherfordton, N. C.—The Seaboard Air Line, it is reported, has let a contract to the Propert Contracting Co. of Charlotte, N. C., to build an extension of about one mile from here to a point near the plant of the Oakwood Manufacturing Co.

Sardis, Miss.—The Yazoo & Mississippi Valley is reported to be making good progress on its extension from Sardis to Philipp, Miss., about 50 miles. It will go via Charleston, Miss.

Shreveport, La.—The Shreveport & Northeastern Railroad Co., which is building between Minden and Homer, La., toward El Dorado, Ark., has elected officers thus: A. K. Klingman, Keithville, president; A. Kinnebrew, Homer, first vice-president; J. B. Ardis, Shreveport, second vice-president; S. C. Fullilove, Shreveport, secretary, and T. E. Schumpert, treasurer. A. McCranie and A. T. Nelson, both of Homer, are also directors. J. T. Hardaman of Homer is chief engineer. President Klingman writes the Manufacturers' Record that Shreveport has voted a seven-eighths-mill tax for 10 years, or to the amount of \$75,000, in aid of the road. Contract for complete construction let to the Northeastern Construction Co. from Shreveport to Home, La., about 50 miles; five miles finished and 15 miles graded under former contracts.

Statesville, N. C.—P. C. Carleton and others are reported to be promoting the proposed Statesville Air Line Railway to be built from Spartanburg, S. C., to Mount Airy, N. C. Among others interested are John M. Sharpe, N. B. Mills, William Wallace and L. C. Caldwell.

St. Joseph, Mo.—Mr. John Donovan, vice-president and general manager of the St. Joseph Stock Yards Co., writes from South St. Joseph to the Manufacturers' Record confirming the report that the St. Joseph & Southern Railroad Co. has been incorporated to build a double-track line from St. Joseph to Kansas City. He says engineers will begin final survey August 13, but it is not settled when construction will begin. He is president of the line, and the other directors are John D. Richardson, Edw. C. Smith, N. B. Bliss, Henry Krug, Jr., J. D. Schneider, Jesse I. Roberts and James N. Burnes, all of St. Joseph.

Sumter, S. C.—Reported that the Atlantic Coast Line and the Northwestern Railway will build about 10 miles of new tracks in the freight yards at Sumter. E. B. Pleasants is chief engineer at Wilmington, N. C.

Taylor, Texas.—J. A. Thompson of Taylor has, it is reported, been authorized to let a contract to responsible engineers for a survey for the proposed railroad from Taylor via Brenham and Lexington to Houston, Texas. D. C. Giddings of Brenham and others are interested.

Townville, S. C.—J. P. Ledbetter of Townville, Julius E. Boggs of Pickens, J. J. Fretwell of Anderson and others are reported to be working on the plan to build a railroad from Townville to Westminster, S. C., 15 miles. C. G. Sayre has made a survey via Oakway and Cross Roads.

Versailles, Ky.—The Frankfort & Versailles Traction Co., George McLeod, chief engineer, proposes to build a line from Versailles to Frankfort, work to begin within two weeks.

Wichita Falls, Texas.—Reported that the Missouri, Kansas & Texas Railway has made a survey and proposes to build a line 100 miles long from Wichita Falls, Texas, to Lawton, O. T. S. B. Fisher is chief engineer at St. Louis, Mo.

Wilmington, N. C.—Mr. W. L. Seddon, chief engineer of the Seaboard Air Line, is reported as saying that the freight yards in Wilmington will be enlarged. Mr. Seddon's address is at Portsmouth, Va.

Street Railways.

Argenta, Ark.—The Argenta Street Railway Co. has been incorporated with \$400,000 capital to build a line in Argenta and also to connect with Little Rock across the river. The incorporators are J. M. Griffin, president; John G. Vogel and James P. Faucette, all of Argenta. A franchise has been granted by the council.

Baltimore, Md.—The Maryland Electric Railways Co., just organized for the further development of the United Railways of Baltimore, has made a survey for an extension to Lutherville and Timonium, Md. C. O. Vandevanter is chief engineer of the United Railways at Baltimore.

Birmingham, Ala.—The Birmingham Railway, Light & Power Co. has applied for franchises to build some double and single track extensions.

Chattanooga, Tenn.—An ordinance granting to C. E. James the right to build street railways operated by electricity in Chattanooga has been introduced in the city council. Another ordinance granting similar privileges to S. W. Divine has also been offered in the same body and also referred to a committee.

Fayetteville, N. C.—Mr. W. D. McNeill writes the Manufacturers' Record that franchise has been granted him and associates for a street railway in Fayetteville; also to the wharf on the Cape Fear river and to Hope Mills, six miles from Fayetteville. Address Wm. E. Kindley, Fayetteville, N. C.

Fort Worth, Texas.—Reported that the street-railway company will spend \$50,000 on the Arlington Heights line, double-tracking being one of the improvements.

Jackson, Tenn.—The Jackson Railway & Light Co. has let a contract to J. McWilliams & Co. of Louisville, Ky., to build 11 miles of extension.

Pensacola, Fla.—Application for a street-railway franchise has been made to the city council by A. A. Ericson and others of Alabama, the name of the company to be the Bay Shore Railway & Power Co. The line may run to Beach Haven.

Spartanburg, S. C.—The Spartanburg Railway, Gas & Electric Co. has been granted a franchise to lay additional tracks. J. D. Maxwell, Jr., is manager.

Statesville, N. C.—Mr. H. P. Grier has, it is reported, received a letter from gentlemen elsewhere who desire to build a street railway in Statesville. Local parties some time ago applied for a franchise, which has not, however, been acted upon by the board of aldermen.

St. Louis, Mo.—The proposition to merge the United Railways of St. Louis and the St. Louis & Suburban system has been ratified by both companies and represents over \$100,000,000. Some new construction may be undertaken.

Tulsa, I. T.—Officers of the Tulsa Street Railway Co. are reported as saying that construction will begin September 1 on four and one-half miles of line.

Wheeling, W. Va.—The City & Elm Grove Railroad Co. has filed its incorporation papers dated January 8 last. The incorporators are I. M. Noyes, John J. P. O'Brien, Frank A. O'Brien, J. F. Ebeling and Charles Hartsman, all of Wheeling.

The "Keller" Pneumatic Stone Tools.

The pneumatic tool as applied to the working of stone has been the means of so lessening the cost of production that the abodes of employe as well as those of the employer can be decorated by the sculptor's handiwork. Realizing the importance of these labor-saving devices, Julius Keller perfected the pneumatic stone tools bearing his name. These machines are made under his supervision at the large plants which the Chicago Pneumatic Tool Co. operates at Detroit, Aurora, Cleveland, Franklin, Philadelphia, and Fraserburgh, Scotland. The success which the Keller tools have met with throughout the world is well known to the stone-working industry. In Catalogue No. XIX the company describes in detail the various tools it manufactures, accompanying the text by photographic views of the machines and indicating the work they can accomplish. Quarrymen and workers in stone (ornamenting same with scrollwork and other classes of carving) are urged to examine this new catalogue and thus become acquainted with the latest improvements in stone working and carving tools operated by pneumatic power. Write the company at its main offices in the Fisher Building, Chicago, Ill.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressors.—The Males Company, 26 Cortlandt street, New York, wants air compressors of about 900 feet capacity per minute, either single machine or several separate units.

Air Compressors.—The Ellis Company, 644 Calvert Building, Baltimore, Md., wants air compressors.

Air Compressors.—Bids will be received at the bureau of yards and docks, Navy Department, Washington, D. C., until September 1 for two air compressors and accessories for the navy-yard, Charleston, S. C. Plans and specifications can be seen at the bureau or will be furnished by the commandant of the navy-yard; Mordecai T. Endicott, chief of bureau.

Architects' and Engineers' Supplies.—Hall Bros., engineers, Dadeville, Ala., want catalogues and other publications from manufacturers and dealers in architects' and engineers' supplies for catalogue files.

Bags.—Reynolds Home Mixture Guano Co., R. A. Hinton, manager, Reynolds, Ga., wants bags.

Boiler.—See "Engine and Boiler."

Boiler.—Canfield Company, Inc., St. Augustine, Fla., wants boiler and stack 36-inch by 50 feet; new or second-hand.

Boilers.—See "Crushing Plant."

Boilers.—Independent Ice Co., Wilmington, N. C., wants boilers.

Boilers.—The Ellis Company, 644 Calvert Building, Baltimore, Md., wants boilers.

Boilers.—Angelina County Lumber Co., Keltys, Texas, wants three 72-inch by 18-foot boilers; steel settings for same. (See "Engine and Boilers.")

Boring Mill.—The Males Company, 26 Cortlandt street, New York, wants a vertical boring mill not less than 120 inches.

Bottles.—Tryon Kuldine Medicine Co., Tryon, N. C., wants to correspond with bottle manufacturers.

Box Manufacturers.—Tryon Kuldine Medicine Co., Tryon, N. C., wants to correspond with box manufacturers.

Brick Machinery.—Bonnieville Press Brick Co., Bonnieville, Ky., wants machinery for making press brick.

Brick Plant.—Campbell Pancake, Cumberland, Md., wants to purchase brick plant with a daily capacity of 10,000 to 50,000 bricks.

Bridge Construction.—Dorchester County Commissioners, Cambridge, Md., will open bids August 21 for the construction of a pile bridge across Cabin creek; to be about 420 feet long with one span 20 feet wide; all other spans 10 feet wide. W. C. Anderson is clerk.

Bridge Construction.—J. L. Phelps, county clerk, Jackson county, Independence, Mo., will receive bids until September 4 for the construction of rubble-stone bridge over 15th street, Kansas City, Mo.; span 70 feet clear; stone work 100 feet long; roadway 42 feet wide.

Bridge Construction.—Echols county commissioners, Statesville, Ga., will let contract September 3 for the construction of a steel bridge across the Alapaha river near Mayday, Ga.; bridge to be entirely of steel except the flooring. Plans and specifications can be seen in the county commissioners' office; J. W. Sowell, chairman, Statesville, Ga.

Builders' Supplies.—Hall Bros., engineers, Dadeville, Ala., want catalogues and other publications from manufacturers and dealers in builders' and contractors' supplies for catalogue files.

Building Materials.—Hinton Hotel Co., Hinton, W. Va., wants prices on marble and tile work, laths, plaster, paints, varnishes, etc.

Building Materials.—Shreveport Elks Building Co., Ltd., J. C. Abel, secretary,

Shreveport, La., wants metal ceilings, plate glass and prism glass.

Cans.—See "Ice-plant Equipment."

Concrete Construction.—Granberry Jackson, C. E., Nashville, Tenn., wants to correspond with concrete construction companies relative to concrete dam to be constructed at Harms, Tenn.

Copper Manufacturers.—Tryon Kuldine Medicine Co., Tryon, N. C., wants to correspond with copper manufacturers.

Crushing Plant.—Wendell Quarry Co., Durham, N. C., wants a 200-ton crushing outfit, including engine, boilers, drills, etc.

Crushing Plant.—Rocky Mount Mills, Thos. H. Battle, treasurer, Rocky Mount, N. C., wants a rock crusher and screen of from 10 to 15 tons hourly capacity, engine and boiler to operate same, and bin to receive the crushed rock. Send catalogues and price-lists.

Crushing Machine.—Florida Sawmill Co., Paxton, Fla., wants a machine that will break up pine stumps in such a shape to put product through log.

Ditching Machinery.—Robert H. Jackson, Cheneyville, La., wants addresses of manufacturers of ditching machines.

Drills.—See "Crushing Plant."

Electric-light Plant.—See "Paving, etc."

Electrical Equipment.—Charlotte Electric Railway, Light & Power Co., Charlotte, N. C., wants prices on second-hand 300-kilowatt belt-driven alternator, three-phase, 60 cycles, 2200 volts.

Electric Machinery.—Hall Bros., engineers, Dadeville, Ala., want catalogues and other publications from manufacturers and dealers of electric machinery for catalogue files.

Elevator.—Hinton Hotel Co., Hinton, W. Va., wants passenger elevator for five-story hotel.

Elevators.—W. W. Richardson, 9 East Queen street, Hampton, Va., wants freight elevators for grocery and similar stores.

Elevators.—Reynolds Home Mixture Guano Co., R. A. Hinton, manager, Reynolds, Ga., wants elevators.

Engine.—Reynolds Home Mixture Guano Co., R. A. Hinton, manager, Reynolds, Ga., wants a 25-horse-power gasoline engine.

Engine.—See "Crushing Plant."

Engine and Boiler.—West-King Lumber Co., Waynesboro, Miss., will probably want to purchase engine and boiler for planing mill.

Engine and Boiler.—Rocky Mount Mills, Thos. H. Battle, treasurer, Rocky Mount, N. C., wants engine and boiler to operate rock crusher. (See "Crushing Plant.")

Engine and Boilers.—Angelina County Lumber Co., Keltys, Texas, wants 24-foot by 30-inch engine and three 72-inch by 18-foot boilers; steel settings for same.

Fertilizer Machinery.—Reynolds Home Mixture Guano Co., R. A. Hinton, manager, Reynolds, Ga., wants fertilizer-mixing machinery.

Floor Scraper and Polisher (Hardwood).—A. G. Kiser, Box 153, Tazewell, Va., wants addresses of manufacturers of hand machines for scraping and polishing hardwood floors.

Furniture.—Shreveport Elks Building Co., Ltd., J. C. Abel, secretary, Shreveport, La., will want to purchase furniture for clubhouse.

Gas Machinery.—Hall Bros., engineers, Dadeville, Ala., want catalogues and other literature from manufacturers and dealers in gas machinery for catalogue files.

Gasoline Launches.—See "Launches."

Handkerchief Machinery.—J. G. Hulsbush, Box 305, Savannah, Ga., wants information concerning machinery for handkerchief factory.

Hardware.—Hinton Hotel Co., Hinton, W. Va., wants prices on hardware for doors and windows.

Heating Apparatus.—Shreveport Elks Building Co., Ltd., J. C. Abel, secretary, Shreveport, La., will want low-pressure steam-heating apparatus for three-story building.

Heating Apparatus.—See Building Note under Raleigh, N. C.

Heating Apparatus.—Hinton Hotel Co., Hinton, W. Va., wants prices on heating apparatus for five-story hotel.

Hydraulic Machinery.—Hall Bros., engineers, Dadeville, Ala., want catalogues and other publications from manufacturers and dealers in hydraulic machinery for catalogue files.

Ice Plant.—Henry F. Alexander, M. D., Elizabethton, Tenn., wants equipment for small ice plant.

Ice Plant.—"Ice Plant," Box 626, New Orleans, La., wants second-hand machinery for

a 5 to 10-ton ice plant. State price f. o. b. cars.

Ice Plant.—A. J. Moore, secretary board of trustees, Agricultural College, Miss., will receive bids until September 4 for machinery and apparatus for a 10-ton ice plant at the Mississippi A. & M. College, Starkville, Miss. Plans and specifications furnished on application. Usual rights reserved.

Ice Plant.—Florida Sawmill Co., Paxton, Fla., wants prices on installation of four to six-ton ice plant.

Ice-plant Equipment.—Independent Ice Co., Wilmington, N. C., wants 70-ton brine tank, 300-pound ice cans, 1½-inch, 1½-inch and 2-inch pipe and fittings.

Launches.—S. F. Gullett, Mantee, Miss., wants prices on gasoline launches or pleasure boats.

Laundry.—"Ice Plant," Box 626, New Orleans, La., wants second-hand machinery for small steam laundry. State price f. o. b. cars.

Laundry Machinery.—W. G. Shackelford, Martinsville, Va., wants to correspond with manufacturers and dealers in laundry machinery.

Laundry Machinery.—Henry F. Alexander, M. D., Elizabethton, Tenn., wants equipment for laundry.

Leather Goods.—C. Gomez-Palmes, 136 Liberty street, New York, wants catalogues and export prices from manufacturers of leather goods, harness, saddlery, bags, trunks, suit cases, blacking, etc.; also saddlery machinery for sewing, stamping, cutting, etc.

Leather-working Machinery.—C. Gomez-Palmes, 136 Liberty street, New York, wants catalogues, price-lists and other information on machinery for sewing, cutting, stamping, etc., for saddlery.

Lighting Fixtures.—Shreveport Elks Building Co., Ltd., J. C. Abel, secretary, Shreveport, La., will want electric and gas fixtures.

Machine Tools.—Leslie E. Smith, Tupelo, Miss., wants 34-inch by 10-foot centers S. C. B. G. engine lathe, 20-inch by 8-foot centers S. C. B. G. engine lathe, 20x26x7-foot planer, one 18-inch shaper, 24-inch B. G. S. H. P. F. drill press, emery stand to carry two 2x2½-inch wheels; all to be second-hand.

Machine Tools.—Bids will be received at the bureau of supplies and accounts, Navy Department, Washington, D. C., until August 15 for furnishing at the navy-yard, New York, one gap lathe, one boring machine and one grinder. Applications for proposals should refer to schedule 78. Blank proposals will be furnished on application to the navy pay office, New York, N. Y., or to the bureau; H. T. B. Harris, paymaster-general, U. S. N.

Machinery and Supplies.—Huntington Supply & Equipment Co., J. E. Thomas, secretary-treasurer, Huntington, W. Va., wants to correspond with manufacturers of machinery, mine, mill, railroad and contractors' supplies relative to securing agency.

Miscellaneous Supplies.—Bids will be received until August 24 at the office of D. W. Ross, general purchasing officer Isthmian Canal Commission, Washington, D. C., for turret lathes, steel rivets, sheet copper, iron nails, paint brushes, dynamite and blasting material, track torpedoes, mosquito bars, refrigerators, desks, chairs, horses, mules, harness, saddles, hay, oats, rock salt, etc. Blanks and full information (Circular No. 323) may be obtained from the office of the general purchasing officer or the offices of the assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans, La.; 36 New Montgomery street, San Francisco, Cal.; and 410 Chamber of Commerce Building, Tacoma, Wash.; also from chief quartermaster, Department of the Lakes, Chicago; depot quartermaster, St. Louis; depot quartermaster, Jeffersonville, Ind.; chief quartermaster, Department of the Gulf, Atlanta, Ga., and the Commercial Club, Mobile, Ala.

Naval Supplies.—Bids will be received until August 21 at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., for furnishing at the navy-yard, Pensacola, Fla., a quantity of naval supplies, as follows: Schedule 74: Glass, taps, etc., screws. Schedule 75: Valve reseating machine, hardware and tools, drawing materials, leather belting, packings, lubricating oil, pipe and fittings, sponges. Schedule 76: Rivets, screws, ingot copper, pig-iron. Applications for proposals should designate the schedules desired by number. Blank proposals will be furnished on application to the navy pay office, Pensacola, Fla., or to the bureau; H. T. B. Harris, paymaster-general, U. S. N.

Naval Supplies.—Bids will be received until August 23 at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., for furnishing at the navy-yard, Wash-

ington, D. C., a quantity of naval supplies, as follows: Schedule 95, thread, silent chain drives, hammer handles, copper wire, hardware, bar-iron and steel, rosin, Irish glue. Schedule 98, emery-cloth, paints, lard and linsed oil, turpentine, polishing paste, petrolatum, laundry soap, cotton-waste. Applications for proposals should designate the schedules desired by number. Blank proposals will be furnished on application to the bureau; H. T. B. Harris, paymaster-general, U. S. N.

Paving.—A. M. Knight, mayor, Waycross, Ga., will receive bids until September 22 for the construction of brick pavements, the estimated amount of work being as follows: Excavation, 3000 cubic yards; stone curbing, 6x18 inches, 6000 linear feet; brick paving, 16,750 square yards. Bids must state price per cubic yard for excavation, price per linear foot for granite curbing and price per square yard for paving. All bidders must submit samples of brick to be used in paving to the city engineer. Plans and specifications on file at the city engineer's office. Usual rights reserved.

Paving.—Charles Maurin, mayor, Donaldsonville, La., will receive bids until August 22 for paving Mississippi street and Railroad avenue. Full information, plans and specifications can be obtained from city engineer. Certified check for \$500 must accompany each bid. Bidders must state in bids specifically the materials they propose to use, furnishing samples of same. Usual rights reserved.

Paving.—Board of Awards, E. Clay Timanus, president, care city register, City Hall, Baltimore, Md., will receive bids until August 22 to grade, curb and pave a portion of the following streets: With vitrified brick, Port, Clover and Carroll streets, and with granite blocks, Columbia avenue. Specifications and proposal sheets will be furnished on application at the office of department of public improvements, subdepartment of city engineer, Baltimore, Md. A certified check for amount recited in specifications made payable to the mayor and city council of Baltimore, Md., must accompany each bid. Usual rights reserved; Geo. M. Boteler, acting city engineer.

Paving, etc.—Board of Public Works, Paducah, Ky., will open bids August 29 for the construction of several streets with vitrified paving blocks, storm-water sewers, curbing and granite sidewalk. Approximate quantities as follows: 13-inch pipe, 1695 linear feet; 12-inch pipe, 1080 linear feet; 10-inch pipe, 1020 linear feet; 8-inch pipe, 330 linear feet; 6-inch pipe, 1381 linear feet; 15 manholes; 11 intakes; excavation for paving, 3810 cubic yards; brick paving, 7161 square yards; combined curb and gutter, 2137 linear feet; concrete curb, 755 linear feet; limestone curb, 825 linear feet; porous tile, 2942 linear feet; driveways, 2570 square feet. Certified check for \$500 must accompany each bid. Specifications and plans can be seen at office of L. A. Washington, city engineer. Usual rights reserved.

Paving, etc.—Construction Committee, O. E. Newman, chairman, will receive bids until September 19 at the People's National Bank, Manassas, Va., for macadamizing the streets, constructing water-works and electric-light plant for the town. Bidders will bid on the work as a whole and for each class of work separately. Specifications can be had by applying to the chairman and depositing \$3. Usual rights reserved.

Paving Material.—City of Durham, N. C. (using about 1,000,000 brick annually), wants a good sidewalk brick which will be less expensive than the vitrified brick it has been using. Address Gilbert C. White, city engineer.

Piping.—See "Water-works Supplies."

Piping.—See "Ice-plant Equipment."

Piping.—The Ellis Company, 644 Calvert Building, Baltimore, Md., wants pipe and fittings.

Piping.—Butt-Kunst Company, Grafton, W. Va., wants jobbers' quotations on all sizes and grades of soil pipe and soil-pipe fittings in quantities.

Piping.—See "Paving, etc."

Piping.—See "Sewerage System."

Piping.—Henry L. West, John Biddle, commissioners District of Columbia, Washington, D. C., will let contract September 1 for furnishing 600 tons eight-inch cast-iron water pipe. Forms, specifications and necessary information may be obtained at Room 43, District Building, Washington, D. C.

Plate Work.—See "Stack."

Plumbing.—Hinton Hotel Co., Hinton, W. Va., wants prices on plumbing for five-story hotel.

Plumbing.—Shreveport Elks Building Co., Ltd., J. C. Abel, secretary, Shreveport, La., wants plumbing fixtures for three-story clubhouse.

Pumping Plant.—Bids will be received until August 22 by the Baltimore (Md.) Board of Awards for boring artesian well and furnishing and installing pump at Riverside Park. Specifications may be obtained from Park Board, J. V. Kelley, secretary, Druid Hill Park.

Pumps.—The Ellis Company, 644 Calvert Building, Baltimore, Md., wants steam pumps.

Railroad Construction.—Bids will be received at the general office of the Morgan's Louisiana & Texas Railroad & Steamship Co., New Orleans, La., until August 22 for the graduation of 10 miles of authorized extension of the M. L. & T. R. R. & S. S. Co. from Bayou Sale to South Bend Plantation, St. Mary's parish. Preliminary plans, profiles, specifications and other information can be obtained at the office of E. B. Cushing, general superintendent of the M. L. & T. R. R. & S. S. Co., New Orleans, La. Bidders will be required to submit proposals on form of blanks made for that purpose. A certified check for 10 per cent. of amount of bid payable to the treasurer of the Morgan's Louisiana & Texas Railroad & Steamship Co. must accompany each bid. Usual rights reserved; A. V. Kellogg, engineer maintenance of way.

Railway Equipment.—The Males Company, 28 Cortlandt street, New York, N. Y., wants about 20 tank cars, 50,000 to 70,000-pound capacity, for heavy liquids.

Railway Equipment.—Wm. E. Kindley, Fayetteville, N. C., wants 40-pound relaying rails and motor cars.

Railway Equipment (Electric).—Bids are being received for construction material and equipment for an electric railway to be operated between the Agricultural and Mechanical College and the city of Starkville, Miss., a distance of two and one-half miles. Address C. E. Ard, Starkville, Miss.

Railway Equipment.—Meherrin River Logging & Lumber Co., Norfolk, Va., wants prices on 25-pound new and second-hand rails.

Railway-supplies Manufacturers.—J. B. Wiley, 337 East Georgia avenue, Atlanta, Ga., wants to correspond with manufacturers relative to arranging for the manufacture of a main-line safety frog recently patented. Mr. Wiley will send full details to inquirers.

Refrigerating Machinery.—Geo. B. Ridgely, Brown's Wells, Miss., wants equipment for small cold-storage plant.

Road Machinery.—Dyersburg, Tenn., W. A. Fowlkes, Jr., mayor, will probably purchase grader, steam roller and other road tools.

Road Machinery.—A. B. Coe, M. E., Waycross, Ga., wants a steam road roller weighing five to eight tons for street work; also one 10 to 15 tons for country road work.

Roofing.—Canfield Company, Inc., St. Augustine, Fla., wants prices on new or second-hand roofing.

Screen-door Factory.—J. A. Sheets, Madisonville, Tenn., wants information, cost, etc., for the establishment of small screen-door factory.

Sewerage.—See "Paving, etc."

Sewerage System.—City of Eatonton, Ga., M. F. Adams, mayor, wants prices on No. 1 terro-cotta sewer pipe, flush tanks, etc.

Sewerage System.—Henry L. West and Jay J. Morrow, acting commissioners, District of Columbia, Washington, D. C., will receive bids until August 20 for constructing sewers. Forms, specifications and necessary information may be obtained at Room 43 District Building.

Sewerage-system Materials.—Sullivan & Long, Bessemer, Ala., will purchase materials for use in construction of sewerage system at Woodlawn, Ala., to cost approximately \$30,000.

Sewing Machines.—See "Handkerchief Machinery."

Stack.—See "Boiler."

Steam Machinery.—Hall Bros., engineers, Dadeville, Ala., wants catalogues and other publications from manufacturers and dealers in steam machinery for catalogue files.

Store Fixtures.—E. Goodman Company, 406 Main street, Danville, Va., wants bar fixtures, shelving, counters, etc.

Tank.—See "Ice-plant Equipment."

Tanks.—The Ellis Company, oil dealers, 644 Calvert Building, Baltimore, Md., wants steel storage tanks.

Tank and Tower.—Rocky Mount Mills, Thomas H. Battle, treasurer, Rocky Mount, N. C., wants prices, blueprints and specifications from manufacturers on a 50,000-gallon tank of either steel or reinforced concrete and a 75-foot steel tower; tank to supply water to sprinkler and hydrant systems of cotton mill.

Vinegar Generators.—Burgie Manufacturing Co., Dyersburg, Tenn., wants vinegar generators 4x8.

Wagon-factory Equipment.—H. Jeff Davis, Waynesboro, Ga., wants tools and equipment for wagon factory and general repair shop.

Water-works.—See "Paving, etc."

Water-works Supplies.—A. O. Lind, water-works contractor, Blackwell, O. T., wants catalogues and price-lists on all kinds of water-works supplies and cast-iron pipe.

Well Drilling.—See "Pumping Plant."

Windmills.—Minge Land & Investment Co., Faunsdale, Ala., wants windmills for use on bored well with water standing about 40 feet from surface of ground to be pumped in tank 90 feet from ground.

Wireworking Machinery.—See "Screen-door Factory."

Wood-splitting Machinery.—"Ice Plant," Box 626, New Orleans, La., wants second-hand woodyard outfit. State price f. o. b. cars.

Woodworking Machinery.—See "Screen-door Factory."

Woodworking Machinery.—Dillon Plow and Novelty Works, W. A. Blizzard, secretary, Dillon, S. C., wants machinery for making molding; also bracket saw.

Woodworking Machinery.—Quincy Variety Works, Quincy, Fla., wants molder, mortiser, tenoner and other woodworking machinery, also lath machinery for one or two sawmills.

Woodworking Machinery.—Canfield Company, Inc., St. Augustine, Fla., wants drag saw, new or second-hand.

INDUSTRIAL NEWS OF INTEREST

A Timber and Mill Proposition.

Some 12,000 acres of timber land with a large number of telegraph poles and cross-ties, good sawmill location and good shipping facilities are offered for sale in a Southern locality. For further information address Lock Box 128, Savannah, Ga.

Steel Bars for the Government.

A contract has just been awarded which reflects great credit on the merit of the products of the contractor. It calls for 405,000 pounds of steel bars for reinforcement of concrete at the Shoshone Irrigation project in Wyoming. This contract was awarded to the Expanded Metal & Corrugated Bar Co. of St. Louis, Mo., which is to deliver the bars to railway cars at Youngstown, Ohio.

Large Order for Meter Boxes.

The Commissioners of the District of Columbia have just placed a large order for meter boxes. They awarded the contract to H. W. Clark of 1516 Broadway, Mattoon, Ill., calling for 3000 Clark meter boxes. This contract was placed in competition and awarded to Mr. Clark after discriminating examination of other makes of meter boxes, and is a high tribute to the merits of his manufacture.

About Sawmills, Engines and Boilers.

In referring last week to the manufactures of the Corinth Engine and Boiler Works, the location of that company was inadvertently omitted. The Corinth Engine and Boiler Works is located at Corinth, Miss., where it operates a large plant, building engines, boilers, sawmills and other machinery, for which a large demand has been developed throughout the South.

Mr. Henry Stanley Renaud.

Mr. Henry Stanley Renaud, B.S., LL.D., of Messrs. Waller & Renaud, consulting chemists, 159 Front street, New York city, has been admitted to the bar of the State of New York as an attorney and counsellor-at-law. In connection with his work as consulting chemist, Mr. Renaud will devote his attention to chemical, techno-legal, chemico-legal, lego-mining and patent cases.

Messrs. H. M. Byllesby & Co. Appointed.

Messrs. H. M. Byllesby & Co., Inc., Chicago, Ill., have been appointed engineers and managers of the Mobile (Ala.) Electric Co. This company is to undertake some extensive improvements, including the erection of a new modern power-house, and requires the services of expert engineers in order to ensure the perfect appointment of its new lines and equipment.

Wants to Represent Manufacturers.

Manufacturers who desire to be represented in the territory tributary to Spokane, Wash., are invited to correspond with "Spokane," care of the Manufacturers' Record. "Spokane" will locate in Spokane about October 1, and wants to arrange for selling the manufactures of plants wishing to introduce their products into the mining and lumber districts of Washington, Idaho and other parts of the Northwest.

Big Steam Engine Shipped South.

It is stated that the large direct-connected Corliss engine purchased by the United States Cast Iron Pipe & Foundry Co. for its Chattanooga (Tenn.) plant has been shipped by the builder. The latter is the H. N. Strait Manufacturing Co. of Kansas City, Kan., the well-known maker of the Monarch Corliss engine. The sale was made through the Strait Company's representative, I. L. Faucett of Chattanooga.

Varied Uses of Fan Blower.

The varied uses to which the fan blower may be put is indicated by recent sales made by the B. F. Sturtevant Company of Boston,

Mass., for the following applications: Exhausting steam from paper-machine hoods, cooling chocolates, forcing the draft for boilers, conveying wool, ventilating buildings of all classes, supplying cooling blast around heating furnace in iron works, drying lumber, exhausting smoke and gases from forges, drying cloth, glue, leather, clothes and the like.

Industrial Propositions at Pensacola.

Industrial propositions in the form of timber lands, sawmills and turpentine farms tributary to Pensacola, Fla., are offered for sale. The city has a deep-water harbor and is one of the leading export timber and lumber markets of the South. The lands offered are in various tracts, ranging from 1330 up to 50,000 acres, and full details will be furnished to any inquirer acting with a view to purchasing. For this information address Messrs. Turner & Aymard, Box 115, De Funiak Springs, Fla.

Valuable Water-Front Property.

Because of the desirability of water-front sites as locations for factories or for other purposes, the demand for properties of this character is always more or less active. In this connection attention is invited to the announcement of Bellamy, Hough & Hardy, Inc., 81 Plume street, Norfolk, Va., offering for sale a site on Norfolk's inner harbor, 1000 feet on the water-front by 1000 feet deep, with belt-line connection in the rear. This location is especially suitable for a shipyard, warehouses, railroad terminal or other enterprises.

Land Company for Sale.

The owners of a land company operating in a growing town adjoining the Pocahontas coal fields of Virginia offer their property for sale. They state they have 300 building sites, dwellings, timber, quarries and 200 acres of land not laid off, and that sales are now being made steadily. The town has two banks, manufacturing plants, electric-lighting and railway systems, water-works, cement pavements and other improvements. For particulars regarding this opportunity address "Opportunity," care of the Manufacturers' Record.

Southern Mill Sites, Etc.

There is offered for sale at Alken, S. C., an eligible site for a cotton mill, a cotton-stalk paper mill or other industries using water-power or steam power. Besides this property, the same sellers offer an estate of 400 acres suitable for the erection of a hotel or sanitarium; also a good farm of 100 acres located two and one-half miles from Alken. Some choice cottages in this Southern resort are also offered for rent for the coming season. Mr. John Laird of Alken is offering these properties and invites inquiries for full particulars.

Power Development in South America.

A big plant for supplying electricity for power and lighting will be built at Nichtheroy, 30 miles north of Rio Janeiro, South America. It will generate electricity by water-power and transmit it at 44,000 volts to Nichtheroy, Cascatina and Mage. The initial equipment will comprise three three-phase revolving-field 2000-kilowatt generators built by the General Electric Co. of Schenectady, N. Y. The equipment will also include two 75-kilowatt exciter sets, complete switchboard, etc., all manufactured by the General Electric Co.

Some Trolley Contracts.

The Gold Canon (Nev.) Mining Co. has ordered a complete air compressor and drilling plant of the Trolley Engineering Co., New York. Its plant will consist of the compressor and a gasoline engine to drive it, an air receiver, air drills and tunnel columns, with a complete outfit of air hose, drill studs,

pipes, valves, fittings and blacksmiths' tools. The Cocomongo Gold Mining Co. of Gold Canon, Nev., has ordered of the Traylor Engineering Co. a compressor and drilling outfit similar in every way to the outfit ordered by the Gold Canon Mining Co.

Belting for Southern Mills.

It is of interest to the Southern lumber-manufacturing industry to know that some large contracts for belting have recently been filled for Southern mills by the Ruboll Belting Co. of Philadelphia, Pa. That company has closed contract for the entire belting equipment of the Kanawha Lumber Co. of Conway, S. C., and for similar equipment for the mill of J. F. Prettyman of Marion, S. C. The Wacomau Land & Lumber Co. of Bolton, S. C., which recently equipped its mills with Ruboll belting, reports the best of satisfaction with its installation.

Further Enlarging Its Plant.

One of the leading Southern manufacturing enterprises is the Southern Engine and Boiler Works of Jackson, Tenn. This company will further enlarge its plant at once in order to take care of its increasing trade. It has purchased the Jackson Milling Co.'s plant adjoining the Southern establishment, and will utilize it for enlargements. In taking this property the Southern Engine and Boiler Works will have for sale complete flour-milling equipment for grinding 250 barrels of flour daily, besides a 125-horse-power Corliss engine, boiler, heater, etc.

Mr. C. E. Beale Establishes Offices.

Offices for the sale of general machinery have been established at Charlotte, N. C., by C. E. Beale. Mr. Beale intends to handle all kinds of mechanical equipment, both new and second-hand, and is desirous of corresponding with manufacturers of textile machinery relative to representing them in Charlotte. He proposes to develop an extensive trade in this leading city of the cotton-manufacturing section of the South, and is ready now to negotiate relative to the purchase or installation of machinery throughout the territory tributary to Charlotte.

Huntington Supply & Equipment Co.

Another supply and equipment enterprise has been added to the many important enterprises in West Virginia. It is the Huntington Supply & Equipment Co., which has been incorporated with offices in Huntington, W. Va., and will represent manufacturers of machinery and mine, mill, railroad and contractors' supplies. Manufacturers of this class of products are invited to correspond with the new company and to send catalogues, price-lists and discount lists. Mr. J. A. Sloan is president of the new company, and J. E. Thomas is secretary-treasurer.

Success of Combustion Apparatus.

Mr. Mark Packard, president of the International Combustion Co., Buffalo, N. Y., in the course of a letter to the Manufacturers' Record referring to the installation of the combustion apparatus of his company in the Edison Illuminating Co.'s works at Detroit, writes: "We installed it under one of their 365-horse-power Babcock & Wilcox boilers. They have had no difficulty in generating 600 horse-power. They will test today or tomorrow to show evaporation, and they confidently expect that the test will show an evaporation of 12 pounds of water to one pound of coal. They pronounce it the best apparatus for burning coal, without any exception, they ever saw, and everyone who has seen it is delighted. We have a number of large installations to make at once."

Computing Interest on Daily Balances.

Cashiers and other accountants who are interested in computing interest on daily balances should not fail to be informed regarding the Burroughs system. This system simplifies a work which accountants frequently find anything but simple, especially when some slight error has occurred and is difficult to find. The Burroughs system is of especial use in connection with the machine (now generally used throughout the world in banks, financial institutions, manufacturing plants, mercantile establishments and other enterprises) manufactured by the Burroughs Adding Machine Co. of Detroit, Mich. There are 37,821 Burroughs machines in use today, and surely such a large number would never have been distributed but that their superior features have been proven. Accountants who are not acquainted with the Burroughs machine and the Burroughs systems are invited to correspond with the company.

Fred W. Wolf Company Sales.

Recent sales by the Fred W. Wolf Company of Chicago, Ill., were as follows: W. S. Forbes & Co., Richmond, Va., 65-ton refrig-

erating machine with 15-ton ice plant; Monarch Machine Co., Des Moines, Iowa, 20-ton refrigerating machine for Pella Creamery Co., Pella, Iowa; Western Meat Co., San Francisco, Cal., 50-ton compressor; Joseph Schneible Company, Chicago, 20-ton refrigerating plant for Empire Brewing Co., Brandon, Canada; Lansing (Mich.) Pure Ice Co., 25-ton ice plant complete; United States Packing Co., two 65-ton machines with 30-ton plate ice-making plant for Uruapan, Mexico, and 20-ton refrigerating machine for City of Mexico; Beyer Bros. Company, Rochester, Ind., 25-ton refrigerating plant; St. Mary's Training School, Feehanville, Ill., 12-ton refrigerating plant; Sea Beach Packing Works, Aberdeen, Wash., 15-ton refrigerating plant, including 5-ton ice plant; O. M. Ruckwardt, Escuintla, Guatemala, C. A., 5-ton plate ice-making system; People's Ice Co., Detroit, Mich., 100-ton ice plant; Sulphur Springs Ice & Coal Co., Sulphur, I. T., 15-ton ice plant; Armour & Co., Omaha, Neb., large fittings order; Central Michigan Produce Co., Alma, Mich., direct-expansion piping; Crane Company, Omaha, Neb., large fittings order; Compania Cervecera, Tulca, Mexico, large fittings order; C. C. McIntire, Fulton, Maine, ammonia condensers and connections, and many others.

"Sutless" Compound.

Manufacturers who operate their own power plants and are prevented by "smoke nuisance" laws from burning bituminous coal will be interested in a new chemical process which has been devised to eliminate the black smoke which comes from the stacks when bituminous coal is used. Heretofore nearly all of the smoke-consuming devices have been mechanical in their operation, while this new process is a chemical preparation, which is either mixed with the coal before being fed to the furnace or is thrown into the fire in brick form afterwards. Its cost is nominal, enough of this preparation to treat one ton of coal being purchasable at 60 cents, and even this cost will be overcome, it is claimed by its inventors, by 40 per cent. increased coal energy which it imparts to the coal. In his report on this chemical compound Dr. Walter T. Scheele, consulting and analytical chemist, Equitable Building, Baltimore, Md., states that bituminous coal is rendered absolutely free from black smoke, volatile carbon is entirely consumed, clinkers are eliminated, thereby releasing more heat units; it is non-injurious to machinery and is non-poisonous and effective. This compound is known as "Sutless" and is manufactured by the National Anti-Carbon Corporation of Baltimore, Md. Further information can be obtained from Alfred J. Carr, 727 Law Building, or R. Henning, Jr., 337 Equitable Building, Baltimore, Md.

The Recent Westinghouse Report.

The Westinghouse Electric & Manufacturing Co. of Pittsburgh has issued a copy of the report of its board of directors to the stockholders, presented July 25, covering the six years ending March 31. This report relates the progress of the company during six years, its continued expansion in manufacturing, the introduction of new and improved electrical appliances of various kinds, the enlargement and rebuilding of the various works in East Pittsburgh, Cleveland, Newark and other cities, etc. The statement of income and profit and loss for the six years ended March 31 shows gross earnings of \$114,681,537.35, the net earnings being \$16,892,528.80. Other income, amounting to \$3,664,590.47, makes a total of \$20,557,119.27. Deductions from income, amounting to \$7,079,653.09, taken from the total income, leave a net income surplus of \$13,477,466.18. Other profit and loss credits, amounting to \$7,985,245.39, give a gross surplus of \$21,462,711.57. Deducting from that amount the dividends of \$9,992,069.49 paid during the six years leaves a surplus, per balance sheet March 31, 1906, of \$11,540,642.08. This report is one of which the company's management is proud and which was very gratifying to the stockholders. It indicates that the Westinghouse interests are keeping pace with the great industrial progress prevailing throughout the industrial world, and continuing to play that important part in industrial progress for which they have been famous for many years.

Roofing for Fine Office Structures.

The building trades know well that the subject of roofing is a problem deserving of much consideration. The roof is, next to the foundation, one of the most important features of a building. It is the guardian of the whole edifice, and its efficiency to a certain extent determines the building's relative value by prolonging the life of the structure and maintaining its lasting qualities. Thus to attain as near perfection as possible in roof construction should be the aim of the builder. To do otherwise is to practice false economy, which must sooner or later be re-

deemed manifold in the cost of repairs and renewals, to say nothing of it being a constant source of annoyance. This subject of roofing, more especially for fine office structures, is the subject of an article which appeared recently in *Architectural Art and Its Allies*, and pertains to composition or built-up roofing. This article refers to the fact that the composition roof is extensively used throughout the South, and the demand is steadily increasing. The subject is thoroughly discussed, and some valuable facts are presented that will interest the architect, the building contractor and the owner of buildings. Mr. Thomas W. Kracke of New Orleans, La., is the author of the treatise. He is a member of the firm of Messrs. Kracke & Flanders, specialists in composition roofing. They also handle sanitary flooring, asbestos steam pipe and boiler covering, asbestos cold-water paints and supplies for the building trade.

The Moore Electric Daylight.

The installation of lighting equipment is an important question with owners of industrial plants and of large store and office buildings, theaters, churches, art galleries, libraries, steamships, railway stations and various other structures. In this connection it is pertinent to direct attention to the Moore electric daylight, manufactured by the Moore Electrical Co. of 52 Lawrence street, Newark, N. J. Recently the Manufacturers' Record referred to this light and an illustrated booklet describing it. The Moore light is an electric current conducted inside of a glass tube by a very small quantity of a non-metallic gas. In most instances this "gas" is simply rarefied air. The necessary apparatus for the Moore vacuum-tube light consists of simply the long glass tube and a small terminal box securely enclosing both ends of the tube with a potential-raising transformer. The manufacturer of this equipment makes especially strong claims for its superiority as to character and quantity of light and cost of operation as compared with incandescent and arc lamps. It is stated that the Moore tubes have practically unlimited life; that the system excels all others for safety; that its heat is much less than any other light; that the color can be made anything desired, from a duplication of average natural light to the special tints most suitable for photographic purposes or signs and spectacular lighting. A further claim is that the spectrum remains absolutely constant, thus permitting the matching of colors by day or night in stores. Recently the Moore Electrical Co. has issued a copy of the official statement made by the Electrical Testing Laboratories of New York on the comparative tests of the Moore light, the incandescent lamp and the Nernst lamp. Besides this official report, there is issued another in layman's language. These reports are of such a character as indicating the superiority of the Moore light that they should receive the attention of electrical interests generally and especially of manufacturers, merchants and owners of structures where it is contemplated to install the latest improved electric-lighting apparatus. Mr. D. McFarlan Moore, electrical engineer and general manager of the Moore Electrical Co., developed this system of illumination in 12 years of study and practice.

To Manufacture New Railway Specialty.

Mr. J. B. Wiley of 337 North Georgia avenue, Atlanta, Ga., wants to correspond relative to the manufacture of a new railway specialty. He desires to negotiate with manufacturers or capitalists with a view to interesting them in a main-line safety frog. Describing the frog, Mr. Wiley says: "It is composed of two pieces, and its features for main-line service are long life, absolute safety and simplicity. On main-line service the wheels do not at any time come in contact with the frog. The main line is one continuous main-line rail, not in any way broken, with no joint. Main-line rail does not have to be cut at all to install the frog. It is composed of two parts. On the inside of main-line rail there is a gradual elevated rail, by means of which the wheels are raised entirely above the main-line rail, and at no time come in contact with the main-line rail for side-track movement. When rail has lifted the wheels to a given height a solid part of the frog receives the flange of the wheel on the side of track side of main line. This frog conveys the wheel onto side-track rail without jar or jolt, the wheel flanges conveying the tread of the wheel to the side track. The wheel flange travels on this frog for a distance of some four inches, and the frog is provided with a groove that admits flange of wheel. Thus the transfer is made with safety. One guard rail is done away with entirely by use of this frog. In sections of heavy snowfall this frog is especially desirable."

TRADE LITERATURE.

The Portland Conduit System.

The need has long been recognized for a satisfactory method of protecting and insulating pipes carrying steam, water, brine, ammonia and other gases or liquids under ground. Many methods have been introduced from time to time, and of these the Portland conduit system has proven satisfactory. The complete insulation obtained by this method makes it possible to convey economically either high or low pressure steam to any reasonable distance without excessive cost for insulation. This Portland conduit system is fully described and illustrated in a booklet now being distributed by the H. W. Johns-Manville Company of 100 William street, New York. If interested, send for a copy.

Penberthy Engineer and Fireman.

Firemen and engineers interested in the latest developments in steam specialties and other devices designed for improving the economies and efficiencies of their plants should not fail to become acquainted with the Penberthy Engineer and Fireman. This is a publication issued every month and containing timely articles relative to injectors, water gauges, ejectors, oilers and various other devices of that class. Its numbers always contain up-to-date data that is instructive and valuable for engineers and firemen to have at hand for reference. Send for copies of the publication, addressing the Penberthy Injector Co. of Detroit, Mich., the well-known manufacturer of the kind of steam specialties mentioned.

O. D. Levering Wall Ties.

Of interest to architects and building contractors is Circular No. 5 issued by O. D. Levering of 82 North 4th street, Columbus, Ohio. This publication gives some interesting facts regarding the wall ties and other building-construction specialties manufactured by Mr. Levering. The Buckeye and Columbus ties are made of a medium hard grade of galvanized wire, very stiff and rigid, and makes an excellent bond. By using this hard wire a smaller tie can be made and used where very narrow joints are desired. The Buckeye is made in face brick and veneering sizes and the Columbus in face brick and hollow-wall sizes. Other similar products are the Standard and Ohio ties, the Capital ties, the Capital nail grip, etc. No progressive builder should be ignorant of the claims made for these specialties, and inquiries for the booklet mentioned are invited by Mr. Levering.

The Farwell Worsted Mills.

Last week the Manufacturers' Record referred to the announcements offering for sale the properties of the Farwell Worsted Co. at Central Falls, R. I. The illustrated catalogue describing the plant has since been received. It shows that the Farwell is a modern plant, with substantial buildings, excellent water-power, fine transportation facilities, good industrial environment and other advantages. The plans (floor and sectional), the illustrations of the mills and statistics of the machinery indicate that this sale of the Farwell property offers an exceptional opportunity for manufacturers looking for facilities of this character, for machinery, factory, real estate, etc. A perusal of the catalogue will enable one to ascertain exactly what is to be offered. Sealed bids are invited in accordance with certain conditions, which will be given on application to the trustee, James Lister, Box 943, Providence, R. I. Write him for full details.

In Southern Arkansas.

Mr. G. P. George, president of the Citizens' Bank of Hamburg, Ark., writes to the MANUFACTURERS' RECORD as follows: "The improvement in Southern Arkansas is something wonderful. At the present time we are enjoying general prosperity among the people. The Rock Island Railroad Co. will within the next 30 days have completed its line through this (Ashley) county as far as Crossett, and it is surveying on in the direction of the Gulf. The Pine Bluff & Monroe Railroad Co., of which Mr. J. M. Parker of Colorado Springs, Col., is president, has just completed its survey through this county from north to south, and the surveying party is now down as far as Bastrop, La. When these roads shall have been completed this county will have four roads running through it. Lands in this county can still be purchased at a bargain, and those seeking homes will do well to come to Ashley county."

Baltimore's New Abattoir.

Another plant has been added to Baltimore's extensive slaughtering and meat-packing industry. It is owned by the Greenwald Packing Co. and comprises 11 buildings and extensive cattle yards. Its daily capacity will be 300 head of cattle, 500 of sheep and 300 of calves. The offal will be manufactured into oils, tallow, casings, fertilizers and other products usually made from slaughter-house by-products. The slaughtering-house is a four-story building, the top floor devoted to killing purposes, and is equipped with a sanitary drainage system. The floor is laid with three-inch vitrified brick, and is caulked, laid in and grouted with Portland cement, the surface sloping to iron gutters. All of the offal, heads, etc., will be carried to the floor below by gravitation through steel chutes.

The offal department is directly below the killing floor, and is arranged with tables suspended from the ceiling, so that, as the chutes which bring down the offal are directly over these tables, it will not come in contact with the floor.

A feature of the abattoir is the accommodations for employes. These accommodate several hundred men, and include toilet and dressing-rooms and a laundry. The dressing-rooms are entirely of concrete, and are furnished with shower-baths, lavatories and individual steel lockers. The toilet-rooms are built outside the working quarters. The laundry is designed to take care of all the garments of the employes.

The salesroom and chillrooms on the ground floor will accommodate 650 head of cattle, while the chillrooms on the upper floors will handle 450 more. A 25-ton ice-making plant and a 100-ton refrigerator are in position.

The machinery will be electrically driven throughout.

United States government inspectors will pass on every piece of meat shipped.

Mr. Hyman Powdermaker, president of the company, was for many years associated with the Nelson Morris Packing Co. of Chicago. About 250 persons, with annual payroll of \$156,000, will be employed.

Mr. Powdermaker is credited with stating that the slaughtering and meat-packing industry of Baltimore has an especially bright future. The Baltimore industry, consisting of 27 establishments, reported products valued at \$6,702,061 in 1905, as compared with \$6,345,410 in 1900. The principal products in 1905 included 4,123,530 pounds of beef, 1,316,012 pounds of mutton, 533,372 pounds of veal, 17,690,875 pounds of pork, 1,847,580 pounds of salt pork, 13,197,267 pounds of ham, 15,631,495 pounds of smoked bacon, sides and shoulders, 8,362,360 pounds of sausage and 10,389,572 pounds of lard.

The Iron and Metal Trades.

The *Iron Age* in its weekly review says: "In pig-iron the tide of buying as well as of values continues to rise. Such a movement in August, it is safe to say, is without parallel. Whether appreciation is general enough of its possibilities for harm really to avert the danger remains to be seen. That there is some excitement and that excitement is to be deprecated is admitted. Heavy purchases of Bessemer and foundry irons for delivery in the first quarter and the first half of 1907 are the significant developments of the week. Practically all the steelmaking pig-iron that can be produced at merchant furnaces in the remainder of the year had been swept up. To the foundry trade an equally significant fact is that what little foundry iron is available for this year's delivery can only be had at advancing prices and usually in connection with contracts for 1907 iron.

"Steel manufacturers in the central West, in view of the shortage in Bessemer iron for 1906, have come into the market for 1907 requirements, and sales of 100,000 tons at \$17.75 at Valley furnace have been made for delivery in the first half of next year. The United States Steel Corporation has not yet participated in the buying for 1907. In common with other steel manufacturers it will find it necessary to limit its steel production in the balance of this year because of inability to get pig-iron.

"Sellers of foundry iron have put up their prices about 50 cents a ton in the week, and the market is still rising. The minimum for Southern No. 2 is now \$14.50 at furnace, and sales at \$15 have reached a respectable aggregate. In the Cleveland district melters of iron are going far afield for supplies, and there is little promise of an abatement of the present scarcity this year.

"The steel market shows further tension. In the Chicago district a sale of forging billets for 1907 has been made at \$38.

"The cast-iron pipe trade presents the unheard-of phenomenon of spring orders being placed in August. At Kansas City a 5000-ton contract for cast pipe was taken by the largest producer."

Another Furnace in Alabama.

The MANUFACTURERS' RECORD recently referred to the Birmingham Iron Co. of Birmingham, Ala., as having awarded contract for a battery of coke ovens to cost \$50,000 and as contemplating the erection of an iron furnace in the Birmingham district. It can now be stated that this furnace will be built, contracts for the construction materials having been awarded. The contracts call for all material required in the construction of a new 80x18-foot iron furnace; also two 20x85-foot stoves, with two additional blowing engines and 1500 additional horse-power boilers. The expenditure for this plant is estimated at \$200,000. Mr. Edgar L. Adler is general manager of the Birmingham Iron Co., with offices in the Woodward Building, Birmingham, Ala.

An Engine Plant.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., August 13.

T. E. E. Bartlett announced during the past week the formation of the Southland Corporation. Associated with him are David Blake and Edwin A. Hine of New York. In addition to acquiring the plant of the Bartlett-Tewksbury Machinery Manufacturing Co., the concern has let contracts for the erection of a large plant in which engines will be manufactured, sugar machinery and heavy steel castings made. The new addition to the plant will cost \$120,000.

Will Build 1500 Steel Cars.

A press report from Philadelphia says that the Pennsylvania Railroad Co. has decided to build more steel passenger cars, and that 1000 of them will be ready when the New York tunnels are completed. Furthermore, that 500 Pullman cars built of steel will also be provided, and that the first sleeping car constructed of steel is now being built at the request of the Pennsylvania Railroad.

To Install an Ice Plant.

A new departure at the Agricultural and Mechanical College, Agricultural College, Miss., will be the installation of machinery and apparatus for an ice-making plant with a capacity of 10 tons. Mr. A. J. Moore, secretary of the board of trustees of the college, has been authorized to receive bids for the plant up to September 4, and will furnish plans and specifications on application.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., August 15.

The Baltimore stock market has been dull during the past week, all interest having apparently vanished until the hot season shall be over.

In the trading United Railways common sold at 15, the certificates at 15½, the incomes from 71¼ to 70, last sale at 70½; the income trust certificates at 69; the new funding 5s from 90 to 88¼; United 4s from 92¼ to 91¼; Consolidated Gas, Electric Light & Power preferred 84; Gas 6s 104¼, and the 4½s from 99½ to 100. Seaboard new common was dealt in at 27½, the 4s at 86¼ and the 10-year 5s at 102; Cotton Duck 5s at 86 to 86¼; Consolidated Cotton Duck common 13½ to 14; do. preferred 36; G. B. S. Brewing 10; the incomes 39 to 38½, and the 1sts at 62½ to 62¾.

Commercial and Farmers' Bank white certificates sold at 130; Maryland Casualty, 55; United States Fidelity, 120; Union Trust, 57½; Union Bank, 115.

Other securities were traded in as follows: Northern Central, 101 to 101½; Atlantic Coast Line 4s, 101; Maryland & Pennsylvania 4s, 94¼; Baltimore City 3½s, 1928, 102¾; Norfolk Railway & Light 5s, 99¼; Western Maryland 4s, 84½ to 84; Virginia deferred, Brown Bros. certificates, 27 to 29½; City & Suburban, Washington, 5s, 103; West Virginia Central 6s, 106½; Atlantic Coast Line of Connecticut, half-paid, 295; Merchants & Miners' Transportation Co., 176; Georgia Southern & Florida first preferred, 98; Consolidation Coal, 88; Baltimore, Sparrows Point & Chesapeake 4½s, 96¼; Anacostia & Potomac 5s, 104; Charleston & West Carolina 5s, 111½; Baltimore City 3½s, 1930, 102½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended August 15, 1906.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line of Conn.	100	342	352
Georgia Southern & Florida	100	30	30
Georgia Sou. & Fla. 1st Pfd.	100	99	99
Georgia Sou. & Fla. 2d Pfd.	100	78	85
Seaboard Company Common	100	27½	28
United Railways & Elec. Co.	50	15	15½

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank	100	28¼	28¾
Com. & Far. Nat. Bk. Blue Cfs.	100	140	145
Drovers & Mech. Nat. Bank	100	240	240
First National Bank	100	135	135
German Bank	100	107¼	109
Merchants' National Bank	100	177	177
National Bank of Baltimore	100	114	115
National Howard Bank	100	30	32½
National Marine Bank	100	30	32½
National Mechanics' Bank	100	27	27
Old Town Bank	100	11¼	11¼
Western National Bank	20	37½	39

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Fidelity & Deposit	50	135	135
International Trust	100	140	150
Maryland Casualty	25	54¼	54¼
Maryland Trust	100	110	110
Merchants' Trust & Deposit	50	142½	146
Title Guarantee & Trust	100	125	125
Union Trust	50	60	60
U. S. Fidelity & Guaranty	100	119	120½

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pfd.	100	90¼	96
Consol. Cotton Duck Com.	50	13¼	13¼
Consol. Cotton Duck Pfd.	50	35¼	36¼
Con. Gas, E. L. & Power Pfd.	100	85	85
G. B. & S. Brewing Co.	100	9¼	10¼
George's Creek Coal	100	80	80
Internatl. Mer. Marine Pfd.	100	28¼	29½
Mer. & Miners' Trans. Co.	100	175	180

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1946	100	95	95
Atlan. Coast Line 1st Con. 4s, 1952	100	101	101
Atlantic Coast Line 4s, 1952	100	89	91¼
Carolina Central 4s, 1940	100	96	97¼
Charleston & West. Car. 5s, 1946	111	112	112
Char. Col. & Aug. 1st 5s, 1910	111	111	111
Coal & Iron Railway 5s, 1920	103	103	106¼
Columbia & Greenville 1st 6s, 1916	115	115	115
Georgia & Alabama 5s, 1946	100	110	110
Georgia, Car. & North 1st 5s, 1929	109	109	109
Georgia Pacific 1st 6s, 1922	109	119	119
Maryland & Pennsylvania 4s, 1951	100	94¼	94¼
Petersburg, Class A 5s, 1926	112	112	112
Petersburg, Class B 6s, 1926	125	125	125
Potomac Valley 1st 5s, 1941	112¼	112¼	112¼
Seaboard Air Line 4s, 1950	86¼	87	87
Seaboard Air Line 5s, 10-year, 1911	102	102¼	102¼
Silver Sprgs. Ocala & Gulf 4s, 1918	96¼	96¼	96¼
Southern Railway Con. 5s, 1934	115½	115½	115½

Virginia Midland 3d 6s, 1916	114	114
Virginia Midland 4th 3-4-5s, 1921	110	110
Virginia Midland 5th 5s, 1926	111	111
Western Maryland new 4s, 1952	84¼	84¼
West. North Carolina Con. 6s, 1914	111	111
West Virginia Central 1st 6s, 1911	106	106½
Wilmington & Wel. Gold 5s, 1935	115	115

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949	104¼	104¼	104¼
Atlanta Con. St. Rwy. 5s	104¼	104¼	104¼
Augusta Rwy. & Elec. 5s, 1940	104¼	104¼	104¼
Central Ry. Con. 5s (Balt.), 1932	114	114	114
Central Ry. Ext. 5s (Balt.), 1932	112	112	112
Charleston City Railway 5s, 1923	104	104	104
Charleston Con. Electric 5s, 1939	96	96¼	96¼
City & Suburban 5s (Balt.), 1922	110¼	110¼	111¼
City & Suburban 5s (Wash.), 1948	102¼	102¼	103
Knoxville Traction 1st 5s, 1928	105	105	105
Lake Roland Elev. 5s (Balt.), 1942	115	115	115
Lexington Railway 1st 5s, 1949	101	102	102
Lacon Rwy. & L. 1st Con. 5s, 1953	90	90	90
Newport News & Old Pt. 5s, 1958	97¼	97¼	97¼
Norfolk Railway & Light 5s	99¼	99¼	99¼
United Railways 1st 4s, 1949	91¼	92¼	92¼
United Railways Inc. 4s, 1949	70¼	71	71

Miscellaneous Bonds.	Par.	Bid.	Asked.
Consolidated Gas 6s, 1910	104¼	104¼	104¼
G. B. & S. Brewing 1st 3-4-5s	62¼	63	63
G. B. & S. Brewing 2d Incomes	38½	38½	38½
Maryland Telephone 5s	95	95	95
Mt. V. & Woodby's Cot. Duck 5s	86¼	86¼	86¼
United Elec. Light & Power 4½s	93¼	93¼	93¼

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 13.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	95	95
Aiken Mfg. Co. (S. C.)	85	91
Anderson Cotton Mills (S. C.)	100	104
Arkwright Mills (S. C.)	123	123
Augusta Factory (Ga.)	80	85
Avondale Mills (Ala.)	105	110
Belton Mills (S. C.)	107	107
Bibb Mfg. Co. (Ga.)	122	122
Brandon Mills (S. C.)	112	120
Cabarrus Cot. Mills (N. C.) new	120	130
Chadwick Mfg. Co. (N. C.) Pfd.	102	102
Chiquola Mfg. Co. (S. C.)	92	95
Clifton Mfg. Co. (S. C.)	122	125½
Clifton Mfg. Co. (S. C.) Pfd.	103	103
Clinton Cotton Mills (S. C.)	138	145
Columbus Mfg. Co. (Ga.)	96	101
Courtenay Mfg. Co. (S. C.)	100	100
Dallas Mfg. Co. (Ala.)	92	95
Darlington Mfg. Co. (S. C.)	65	70
Eagle & Phenix Mills (Ga.)	129	130
Easley Cotton Mills (S. C.)	133	133
Enoree Mfg. Co. (S. C.)	85	85
Enoree Mfg. Co. (S. C.) Pfd.	99	100¼
Enterprise Mfg. Co. (Ga.)	85	92
Exposition Cotton Mills (Ga.)	200	200
Gaffney Mfg. Co. (S. C.)	90	92
Gainesville Cotton Mills (S. C.)	33¼	40
Granby Cot. Mills (S. C.) 1st Pfd.	59	64
Granville Mfg. Co. (S. C.)	160	165
Greenwood Cotton Mills (S. C.)	95	98
Grendel Mills (S. C.)	112	114
Henrietta Mills (N. C.)	200	200
King Mfg. Co. John P. (Ga.)	97	103
Lancaster Cotton Mills (S. C.)	99	104
Lancaster Cot. Mills (S. C.) Pfd.	97	99
Langley Mfg. Co. (S. C.)	92	96
Laurens Mfg. Co. (S. C.)	166	173
Limestone Mills (N. C.)	115	115
Lockhart Mills (S. C.)	102	102
Lockhart Mills (S. C.) Pfd.	97	100
Louisville (N. C.)	90	90
Louise Mills (N. C.) Pfd.	90	102
Marlboro Cotton Mills (S. C.)	78	90
Mayo Mills (N. C.)	165	185
Mills Mfg. Co. (S. C.)	105	110
Mills Mfg. Co. (S. C.) Pfd.	100	100
Monaghan Mills (S. C.)	96¼	101
Monarch Cotton Mills (S. C.)	90	96
Newberry Cotton Mills (S. C.)	116	116
Norris Cotton Mills (S. C.)	108	110
Odell Mfg. Co. (N. C.)	75	85
Olympia Cotton Mills (S. C.) Pfd.	80	80
Orangeburg Mfg. Co. (S. C.) Pfd.	80	97
Orr Cotton Mills (S. C.)	103	104
Pacolet Mfg. Co. (S. C.)	190	200
Pacolet Mfg. Co. (S. C.) Pfd.	100	104
Pelzer Mfg. Co. (S. C.)	170	173
Piedmont Mfg. Co. (S. C.)	167	177
Pine Mfg. Co. (S. C.)	122	125
Richland Cot. Mills (S. C.) Pfd.	51	56
Raleigh Cotton Mills (N. C.)	99	106
Roanoke Mills (N. C.)	128	128
Saxon Mills (S. C.)	103	105
Sibley Mfg. Co. (Ga.)	64	68
Southern Cotton Mills (S. C.)	80	80
Spartan Mills (S. C.)	145	151
Springfield Mills (S. C.)	100	100
Trois Mfg. Co. (Ga.)	115	142
Tucapau Mills (S. C.)	165	165
Victor Mfg. Co. (S. C.)	115	117
Warren Mfg. Co. (S. C.)	97	100
Warren Mfg. Co. (S. C.) 1st Pfd.	105	107
Washington Mills (Va.)	25	25
Washington Mills (Va.) Pfd.	100	115
Whitney Mfg. Co. (S. C.)	145	150
Wiscasset Mills (N. C.)	122	135
Woodruff Cotton Mills (S. C.)	106	106

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending August 13.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	95	95
Aetna Mfg. Co. (S. C.) Pfd.	70	70
Aiken Mfg. Co. (S. C.)	89	89
American Spinning Co. (S. C.)	120	125
Anderson Cotton Mills (S. C.)	100	106
Arcadia Mills (S. C.)	87	92
Arkwright Cotton Mills (S. C.)	122	122
Augusta Factory (Ga.)	80	85
Avondale Mills (Ala.)	100	100
Belton Mills (S. C.)	105	108
Bibb Mfg. Co. (Ga.)	120	120
Brandon Mills (S. C.)	115	120
Brogan Mills (S. C.)	77	80
Cabarrus Cotton Mills (N. C.)	120	120
Chadwick Mfg. Co. (N. C.) Pfd.	103	103
Chiquola Mfg. Co. (S. C.)	93	96
Clifton Mfg. Co. (S. C.)	120	125
Clifton Mfg. Co. (S. C.) Pfd.	103	103
Clinton Cotton Mills (S. C.)	140	145
Columbus Mfg. Co. (Ga.)	94	97
Courtenay Mfg. Co. (S. C.)	100	100
Dallas Mfg. Co. (S. C.)	90	90
Darlington Mfg. Co. (S. C.)	63	63
D. E. Converse Co. (S. C.)	117	117
Eagle & Phenix Mills (Ga.)	120	120
Easley Cotton Mills (S. C.)	130	136
Enoree Mfg. Co. (S. C.)	82	89
Enoree Mfg. Co. (S. C.) Pfd.	100	103
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	174	200

Gaffney Mfg. Co. (S. C.).....	90	95
Gainesville Cotton Mills (Ga.).....	95	104
Glenwood Cotton Mills (S. C.).....	102	94
Gluck Mills (S. C.).....	92	94
Granby Cot. Mills (S. C.) 1st Pfd.....	150	165
Grantville Mfg. Co. (S. C.).....	155	165
Greenwood Cotton Mills (S. C.).....	92	98
Grendel Mills (S. C.).....	119	114
Hartsville Cotton Mill (S. C.).....	92	97
Henrietta Mills (N. C.).....	90	97
Inman Mills (S. C.).....	96	97
King Mfg. Co. (S. C.).....	97	103
Lancaster Cotton Mills (S. C.).....	102	110
Lancaster Cot. Mills (S. C.) Pfd.....	95	96
Langley Mfg. Co. (S. C.).....	92	96
Laurens Mills (S. C.).....	165	175
Limestone Mills (S. C.).....	104	104
Lockhart Mills (S. C.).....	97	103
Lockhart Mills (S. C.) Pfd.....	99	101
Loray Cotton Mills (N. C.) Pfd.....	89	94
Louise Mills (N. C.).....	97	102
Louise Mills (N. C.) Pfd.....	97	102
Marlboro Cotton Mills (S. C.).....	84	84
Mayo Mills (N. C.).....	150	200
Mills Mfg. Co. (S. C.).....	90	102
Mills Mfg. Co. (S. C.) Pfd.....	99	101
Molloy Mfg. Co. (S. C.).....	57	95
Monaghan Mills (S. C.).....	97	101
Monarch Cotton Mills (S. C.).....	87	87
Newberry Cotton Mills (S. C.).....	115	115
Ninety-Six Cotton Mills (S. C.).....	92	97
Norris Cotton Mills (S. C.).....	106	106
Odell Mfg. Co. (N. C.).....	90	90
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	80
Orr Cotton Mills (S. C.).....	102	104
Pacolet Mfg. Co. (S. C.).....	180	180
Pacolet Mfg. Co. (S. C.) Pfd.....	102	104
Peizer Mfg. Co. (S. C.).....	167	174
Piedmont Mfg. Co. (S. C.).....	120	125
Poe Mfg. Co. (S. C.).....	120	125
Raleigh Cotton Mills (N. C.).....	100	100
Richland Cot. Mills (S. C.) Pfd.....	50	50
Roanoke Mills (N. C.).....	118	118
Saxon Mills (S. C.).....	104	106
Sibley Mfg. Co. (Ga.).....	58	63
Southern Cotton Mills (N. C.).....	90	90
Spartan Mills (S. C.).....	142	150
Springfield Mills (S. C.).....	132	140
Trion Mfg. Co. (Ga.).....	132	140
Tucapau Mills (S. C.).....	162	162
Victor Mfg. Co. (S. C.).....	115	115
Warren Mfg. Co. (S. C.).....	96	102
Warren Mfg. Co. (S. C.) Pfd.....	107	107
Washington Mills (Va.).....	17	22
Washington Mills (Va.) Pfd.....	98	96
Whitney Mfg. Co. (S. C.).....	119	125
Wicasset Mills (N. C.).....	119	125
Woodruff Cotton Mills (S. C.).....	105	107

Moody's Manual for 1906.

Moody's Manual of Railroads and Corporation Securities for 1906 has just been issued, and is larger and more complete than ever. This is the seventh year of its publication, and it now has 2800 pages. It has been distinguished each year by marked improvement and extent in the variety of information presented in its pages. It is recognized as a standard reference book and is widely consulted by financiers, railroad men, manufacturers, and, in fact, by business men generally. The publishers claim for it great completeness, and its 10 sections appear to give ample warrant for their assertions of excellence. It covers steam and electric railroad companies in the United States, Canada and Mexico, industrial corporations of all kinds, gas and electric-light companies, telegraph, telephone and cable companies, banks, trust companies and other financial institutions, mining and oil companies, etc. Indeed, the volume is full of facts from cover to cover, many of which are illuminated by divers maps relating to railroad and other enterprises. The different companies are represented by such data as concerns their officers and directors, their financial condition and their plants and equipments, besides other statistics as may be useful to those who consult the book. It is handsomely bound in red cloth with lettering in gold, and is published by the Moody Corporation, 35 Nassau street, New York.

New Corporations.

Samuel E. Pentz and others are organizing a State bank at Arlington, Md.

The Farmers' Bank of Washington, Ark., has begun business with W. J. Johnson as president.

At Mt. Olivet, Ky., it is reported that a new bank is being organized with \$20,000 capital by residents of Falmouth, Ky.

The People's Bank of Center, Mo., capital \$12,000, has been incorporated by Van B. Elzea, C. W. Tipton, R. D. Hulse and others.

The Central Bank of Willisburg, Ky., has been organized with \$15,000 capital. W. S. Gibbs is president, and T. J. Miller, vice-president.

The Farmers' Bank of Mortonville, Ky., has been incorporated with \$15,000

capital by E. L. Mitchell, Joseph Riggs and Z. T. Sellers.

A new bank is reported organized at Green Forest, Ark., the principal stockholders being J. B. and J. L. Rhodes and E. A. and C. D. Wall.

The National Bank of Bowie, Texas, capital \$50,000, has been approved. The organizers are John B. Hunt and others as heretofore reported.

The Beeville Bank & Trust Co. of Beeville, Texas, capital \$50,000, is expected to begin business in about 30 days with J. C. Dougherty as president.

The Bank of Blackstock of Blackstock, S. C., capital \$10,000, has received its commission. The incorporators are George L. and Edward Kennedy.

The Farmers' Trust Co. of Belton, S. C., capital \$25,000, has received its commission. J. A. Horton and John R. Harris are the incorporators.

The Darlington Guarantee Co. of Darlington, S. C., has been granted a commission; capital \$5000. The incorporators are W. F. Dargan and A. Hyman.

The People's National Bank of Elkins, W. Va., capital \$50,000, has been approved. The organizers are Thomas J. Arnold and others as heretofore reported.

The Bank of Scranton, S. C., capital \$10,000, has been granted a commission. The incorporators are P. B. Byrd, R. B. Cannon, C. H. Pate and Winston Wright.

The Bank of Yorkville, capital \$15,000, has begun business at Yorkville, Tenn., with Dr. F. E. Wyatt as president; J. S. McCorkle, vice-president, and F. R. Utley, cashier.

The People's Bank of Franklin, Ga., is reported to have elected officers as follows: J. E. Dunson of Lagrange, president; Robert Crain, vice-president, and A. W. Powers, secretary.

The Southern Realty, Land & Trust Co. of Columbia, S. C., capital \$24,000, has been granted a commission. The incorporators are C. D. Miller, Marion Rich and C. H. McLaurin.

The State Savings Bank of Springfield, Mo., has been granted a charter; capital \$25,000. The incorporators are W. O. Oldham, E. C. Jones, T. J. Murray, J. R. White and M. A. Jones.

Antonio Basile, 615 Independence avenue, and other Italians in Kansas City, Mo., are reported to be organizing a State bank with \$25,000 capital, application for charter having been filed.

The Roff National Bank of Roff, I. T., has been approved; capital \$25,000. The organizers are L. T. Tryon, Congate, I. T.; M. Hughes, Mike Mayer, George W. Hicks and J. H. Carson.

The Investment Company of Columbia, S. C., has received a charter; capital \$2000; W. T. Townsend, president; E. C. Townsend, vice-president and treasurer; K. H. Townsend, secretary.

The Citizens' Bank of Rochelle, Ga., capital \$25,000, has begun business with the following officers: J. B. D. Woodburn, president; Dr. W. G. Ford, vice-president, and J. W. McNamara, cashier.

It is stated that Roland E. Osborne will be president, and C. M. Hickerson of Andrews, N. C., cashier of the Commercial Bank of Waynesville, N. C., now being organized with \$30,000 capital.

The Public Building and Loan Association of Charles Town, W. Va., capital \$130,000, has been incorporated by W. A. Higgs, Myers Parmbaum, C. E. Miley, O. M. Phillips and John Porterfield.

The First National Bank of Santa Anna, Texas, began business August 1 with the following officers: L. V. Stockard, president; V. L. Grady, cashier; Burgess Weaver, assistant cashier.

A State bank is reported organized at Kellar, Va., with \$25,000 capital stock. Business is to begin about September 1 with L. L. Derickson as president, and E.

T. Powell and S. W. Ames, vice-presidents.

The Bank of Northampton at Nassawadox, Va., capital \$5000 to \$50,000, has been organized by John C. Walker, John T. Rogers, E. G. Tankard, vice-president; George W. Richards and C. T. James.

The Manufacturers' National Bank of Newnan, Ga., capital \$60,000, has been approved. The organizers are W. B. Orr, H. C. Glover, T. G. Farmer, R. D. Cole, Jr., P. L. Southerland and R. O. Jones.

The Georgia Bank & Trust Co. of Memphis, Tenn., capital \$25,000, has made application for a charter. The incorporators are A. W. Loveland, E. C. Hinds, P. Koehler, J. E. Parker and J. A. Parker.

The Farmers and Merchants' National Bank of Salisbury, Mo., capital \$25,000, has been approved. The organizers are J. W. Luck, Salisbury; E. W. Johnson, G. T. Johnson, R. P. Ambury and H. H. Banks.

The Bank of Moss Point, Miss., capital \$50,000, has organized by electing the following directors: R. A. Farnsworth of Scranton, and J. Bounds, J. F. Krebs, A. F. Dantzer and H. C. Herring of Moss Point.

The First National Bank of Rush Springs, I. T., capital \$30,000, has been approved. The organizers are Edward F. Johns, Chickasha, I. T.; H. P. Ellis, B. P. Smith, J. A. Slaton, George W. Hill and others.

The Minnesota-Nevada Investment Co. of Oklahoma City, O. T., and St. Paul, Minn., capital \$1,000,000, has been incorporated by O. S. Deringer and Alfred Patterson of St. Paul and S. T. Bisbee of Oklahoma City.

The Bank of Gloucester at Gloucester Point, Va., has been chartered; capital \$5000 to \$50,000. The incorporators are B. A. Rowe, Achilles, Va.; J. M. Lewis, Myon E. Bristow, vice-president and cashier, both of Gloucester, Va.

The Collins-Hardin Company of Louisville, capital \$2500, is reported to be incorporated in Kentucky to engage in a brokerage business. The incorporators are John Dee Collins and D. H. Hardin of Henderson, Ky., and J. D. Clark of Louisville.

The First National Bank of Berlin, Md., capital \$25,000, has been authorized to begin business with the following officers: L. L. Dirickson, Jr., president; James C. Dirickson and Henry T. Bell, vice-presidents; Theo. Palmatany, cashier.

The Birmingham Cotton and Stock Exchange has been incorporated at Birmingham, Ala.; capital \$10,000. The directors are E. E. Hyding, president and manager; Louis A. Wood, secretary and treasurer; Charlie G. Wood and Eva Estelle Hyding.

The National Investment & Insurance Clearance Co., capital \$60,000, has organized at Charlotte, N. C., and is to begin business September 1. The officers are A. Wunstorff, president; C. E. Hooper, vice-president; H. M. Barrow, secretary and treasurer.

The Farmers' National Bank of Grapeville, Texas, has been authorized to begin business; capital \$30,000. The officers are W. H. Lucas, president; J. E. M. Yates and B. H. Starr, vice-presidents; V. M. Washam, cashier; John S. Estill, assistant cashier.

The Farmers' Bank has been organized at Monticello, Ga.; capital \$25,000. The directors are R. L. Davis, president; J. A. Kelly, vice-president; D. N. Harvey, cashier; W. F. Jordan, I. T. Kelly, J. D. Harvey, S. Cohen, E. H. Jordan, O. J. Minter and W. A. Reid.

The Farmers and Merchants' Bank of Aiken, S. C., has elected the following directors: J. P. McNair, president; R. W. McCreary, vice-president; B. Monroe Weeks, cashier; I. N. Eubanks, E. H. Wyman, S. S. Goss, G. K. Toole. Business is to begin about October 1.

The Florida National Bank of Jacksonville, Fla., has been authorized to begin business; capital \$1,000,000. The officers are C. E. Garner, president; Arthur F. Perry and C. B. Rogers, vice-presidents; W. A. Redding, cashier. This is a conversion of the Florida Bank & Trust Co.

The Citizens' Live-Stock Insurance Co. of Nashville, Ga., has been chartered with the following incorporators: R. C. Woodward, A. A. Parish, L. P. Booth, J. J. Parish, Jr., J. T. Knight, S. J. Horwell, H. L. Parish, J. H. Parish, William Scandutt and E. Parish, all of Berrien county.

The Cotton Exchange Bank of Elk City, O. T., capital \$35,000, has been chartered. The incorporators are Irving W. Wheatcroft of Providence, Ky.; A. E. Cullen of Wheatcroft, Ky.; Field Sherman of Crawford, C. A. Horr of Texas, W. O. Horr, W. E. Davis, Bion J. Arnold and N. B. Utt of Elk City.

The People's Bank of Mountain Home, Ark., has been incorporated with \$10,000 capital by W. T. Eatman, W. M. Dyar, F. M. Seward, R. H. Russell, J. L. Paul, T. T. Pierce, W. H. Douglas, E. J. Loop, H. W. Pedus, John S. Farrington, J. T. Tracey, R. J. Russell, A. A. Wolf, Baker Bros. and W. F. Noe.

The Bank of Windsor has begun business at Windsor, Va., with \$10,000 capital. The officers are Dr. J. M. Raby, president; F. T. Leathers, cashier; B. L. Roberts, J. W. Babb, A. L. Saunders, George W. Turner, F. T. Leathers, Dr. J. M. Raby and W. J. Rhodes, directors.

The Florida National Bank of Jacksonville, Fla., which is a conversion of the Florida Bank & Trust Co., has begun business with the following officers: President, C. E. Garner; vice-presidents, Arthur F. Perry and C. B. Rodgers; cashier, W. A. Redding; assistant cashier, G. J. Avent.

The new bank at Nolen, Ky., capital \$15,000, has been organized as follows: W. W. Tabb, president; R. B. Berry, vice-president; J. F. Albert, secretary. The directors are E. W. Payton, J. F. Albert, L. A. Jones, W. W. Tabb, W. P. Hart, Lee Akers, J. O. Marriott, R. S. Duvall, W. C. Sullivan and B. G. Beavers.

The Kimble County State Bank of Junction, Texas, has been chartered with \$25,000 capital. The directors are James L. Jones, J. W. Burt, E. Holekamp, G. W. Hodges, all of Junction; James Patterson, Roosevelt, Texas; Charles Schrolner and A. C. Schrolner, Kerrville, Texas, and L. Beasley, Segovia, Texas.

A new bank at Joplin, Mo., is reported with \$25,000 capital, and application will soon be made for a charter. The directors are J. S. Bass, H. T. McKee, H. W. Ramsay, J. W. Freeman, A. L. Mills, A. P. Clark and H. R. Conklin. The officers are: President, A. P. Clark; vice-president, H. R. Conklin; cashier, W. W. Ramsay.

A State bank has been organized at Jena, La., with \$10,000 capital, and business is expected to begin about October 15 with the following directors: M. M. Fisher of Winnfield, president; Dr. B. L. Thompson, vice-president; W. B. Davis, cashier; W. D. Boddie, R. E. Hodges, J. M. Whitley, Joe Whitley, Dr. Fred Hamilton and S. B. Hanes.

The Farmers' Bank of Central, S. C., has applied for a charter; capital \$25,000. The directors are: President, W. L. Gasaway; cashier, O. R. Doyle; W. V. Clayton, J. T. Long, W. H. Martin, J. H. Rowland, C. M. Furman, Dr. A. M. Redfern, A. Schilleter, T. L. Watkins, L. Ross Eaton, Jno. P. Smith, D. B. Mauldin and Jno. W. Brock.

A new bank with \$25,000 capital has been organized at Cheriton, Va. The officers are Wm. M. Upshur, president; Samuel Townsend, vice-president; George T. Tyson, cashier; directors, Wm. M. Up-

shur, Samuel Townsend, Eber O. Downes, C. D. Nottingham, W. D. Nottingham, I. J. Burbage, W. T. Townsend, Gardiner R. Nottingham, George Huff, J. G. Goode, Marion Scott and R. D. Stevenson.

The Lumbermen's Bank & Trust Co. has been chartered at Houston, Texas, with \$100,000 capital, which will, it is reported, be increased to \$1,000,000 when the institution begins business. S. F. Carter is to be president. The other directors are J. M. Rockwell, W. H. Norris, J. H. Kirby, J. P. Carter, Jesse H. Jones and F. C. Bering. All are residents of Houston, Mr. Carter being the largest stockholder.

The Bank of Alabama, capital \$50,000, which is to be located in the old First National Bank Building, corner 18th street and Avenue E, Ensley, Ala., has elected the following directors: R. F. Smith of Bessemer, president; Louis McLain, St. Augustine, vice-president; S. L. Earle and Vincent Ferguson, Birmingham; Louis Hoster, Bessemer; Arthur W. Smith and R. A. Terrell, Birmingham. Foster Hamilton is acting cashier.

The organization of a new bank in St. Louis by merchants on Washington avenue is reported to have resulted in a large oversubscription of the proposed capital (\$500,000), and it is now said that the capital will be increased to \$1,000,000. Either a national bank or a trust company will be established. Among those interested are: E. S. Lewis, vice-president of the Hargadine-McKittrick Dry Goods Co. and former vice-president of the Colonial Trust Co.; Thomas H. Wagner, vice-president of the Missouri-Lincoln Trust Co. and former vice-president of the Germania Trust Co.; A. H. Duncan, president of the Mayfield Woolen Mills; Ewing Hill, president of the Western Advertising Co., and O. F. Pearson, president of the Pearson Lumber Co.

New Securities.

Amite City, La.—The election to decide the question of issuing \$40,000 of school, water and light bonds failed to carry.

Arlington, Ga.—An election is to be held August 15 to vote on an issue of \$25,000 of 5 per cent. water-works and electric-light bonds.

Annapolis, Md.—The \$250,000 of 4 per cent. Anne Arundel county bonds are still being offered for sale.

Annapolis, Md.—Bids will be received by John de P. Douw, mayor, until noon September 4 for \$25,000 of 4 per cent. street-improvement bonds.

Ashboro, N. C.—The Bank of Randolph in Ashboro has been awarded the \$10,000 of 5 per cent. 20-year school bonds.

Augusta, Ga.—The Georgia-Carolina Fair Association proposes to issue \$12,000 of bonds in denominations of \$100.

Austin, Texas.—Bonds are reported purchased by the State Board of Education as follows: Grimes county, \$5000, 4 per cent.; Omaha school district, \$6500, 5 per cent.; Morgan Mill school district, \$2500, 5 per cent.; Waskom independent school district, \$2000, 5 per cent.

Bainbridge, Ga.—On September 10 the city will vote on an issue of \$35,000 of sewer bonds.

Bellevue, Ky.—It is reported that the city proposes to issue \$60,000 of sewer bonds.

Bevier, Mo.—An election is to be held August 28 to vote on \$8000 of water-works bonds.

Boston, Ga.—It is stated that the \$10,500 of 5 per cent. 10-15-20-year electric-light bonds recently voted are to be sold about September 1.

Bullard, Texas.—The State comptroller has registered \$2500 of 5 per cent. 10-20-year schoolhouse bonds.

Bunkie, La.—The MANUFACTURERS' RECORD is informed that the city has voted a five-mill tax for 20 years in aid of a water-works system, which insures an \$18,000 bond issue. Steps are to be taken to float the bonds. J. M. Watson is mayor.

Caddo Mills, Texas.—Bids will be received at any time by J. A. Jennings, president board of education, for \$7000 of 5 per cent. 10-40-year school-building bonds.

Cameron, Mo.—The city has voted to issue \$9000 of water and light improvement bonds.

Carmen, O. T.—Town Treasurer C. M. Robbins is offering for sale \$20,000 of 6 per cent. 10-20-year water-works bonds.

Charlottesville, Va.—Bids will be received until 4 P. M. August 20 by F. W. Twyman, chairman finance committee, for \$120,000 of 4 per cent. 20-40-year reservoir bonds.

Columbia, Mo.—An issue of \$30,000 of 5 per cent. Columbia school district bonds has been registered.

Crisfield, Md.—Messrs. Townsend Scott & Sons of Baltimore have been awarded at 101.50 the \$5000 of 4½ per cent. 20-year water-extension bonds.

Donaldsonville, La.—The Bank of Donaldsonville, the Bank of Ascension and the People's Bank, all of Donaldsonville, have been awarded the \$20,000 of street-paving bonds.

Eastman, Ga.—An election is called for August 15 to vote on \$70,000 of 5 per cent. courthouse bonds to be issued by Dodge county.

Elkins, W. Va.—An election is to be held in September to vote on an issue of \$60,000 of public-improvement bonds.

Fulton, Mo.—Bids will be received by W. F. Russell, city treasurer, until noon October 1 for \$14,000 of water-works and \$6000 of electric-light 4½ per cent. 5-20-year bonds.

Granger, Texas.—Mr. H. N. Swain of Dallas has purchased the \$15,000 of 5 per cent. 20-40-year schoolhouse bonds which were recently approved and registered.

Hammond, La.—Bids will be received by Mayor S. L. Powlett and the board of aldermen until 8 P. M. September 4 for \$40,000 of 5 per cent. water-works and drainage bonds. J. B. Adams is town clerk.

Hawkinsville, Ga.—Mr. C. W. Harris, city clerk, writes the MANUFACTURERS' RECORD: "A bill has just been passed by the legislature to allow us to call an election to vote on an issue of bonds to build a new city hall and auditorium to cost \$20,000."

Henderson, Ky.—The MANUFACTURERS' RECORD is informed that the common council has adopted a resolution to take immediate steps to hold an election in November to decide the question of issuing \$200,000 of sewer bonds.

Hillsboro, Texas.—On August 30 an election is to be held to decide the question of issuing \$20,000 of school-building bonds.

Houston, Texas.—The \$434,700 of water-works bonds have been purchased by the Union Savings Bank & Trust Co. of Cincinnati at a premium of \$23,500.

Houston, Miss.—The city has voted to issue \$20,000 of school bonds.

Howe, Texas.—The \$8000 of 5 per cent. 10-40-year school bonds have been approved and registered.

Huntsville, Texas.—The State School fund has purchased at par the \$15,000 of 4½ per cent. 10-40-year school and \$10,500 of 4½ per cent. 10-30-year refunding water bonds.

Independence, Mo.—The MANUFACTURERS' RECORD is informed that a new election is to be held August 27 to vote on the question of issuing \$15,000 of sewer and \$15,000 of light-improvement bonds. J. Allen Prewitt is mayor.

Joplin, Mo.—The \$45,000 of 4 per cent.

10-20-year school bonds recently purchased by the Joplin National Bank have been approved.

Kansas City, Mo.—It is reported that an election is to be held in Jackson county to vote on the question of issuing bonds for a new poor farm.

Karnes City, Texas.—The \$5000 of 5 per cent. 5-40 school bonds have been approved.

Karnes City, Texas.—The \$7500 of 4 per cent. 10-20-year Karnes county bridge bonds have been approved.

Kingwood, W. Va.—An issue of \$7000 of 5 per cent. electric-light-plant bonds is reported to have been voted.

Lawton, O. T.—It is reported that \$45,000 of 6 per cent. 20-year warrant-funding bonds are to be offered in September.

Littleton, W. Va.—The Wetzel County Bank of New Martinsville has been awarded the \$15,000 of 5 per cent. 2-20-year Littleton school-district bonds.

Louisa, Va.—The city has voted to issue \$6000 of 5 per cent. 35-year street-improvement bonds.

Marshall, Texas.—The city has voted to issue \$90,000 of sidewalk and street-paving bonds and \$45,000 of city hall bonds.

McAlester, I. T.—An issue of \$175,000 of school and building bonds has been approved.

Mobile, Ala.—The city has voted to issue \$350,000 of 3 per cent. bonds to purchase the plant of the Bienville Water Supply Co.

Moundsville, W. Va.—Arrangements are reported being made to issue \$100,000 of 4½ per cent. sewer and refunding bonds.

Navasota, Texas.—It is proposed to issue \$17,000 of refunding bonds. Ward Templeman and others compose the board of aldermen.

Neosho, Mo.—Bids will be received until 8 P. M. August 29 for \$40,000 of 4½ per cent. 10-20-year water bonds. J. W. Hanson is city clerk.

Olney, Texas.—The \$2500 of 5 per cent. school bonds have been approved and registered.

Orlando, Fla.—A vote is to be taken upon a proposition to issue \$12,000 of paving bonds.

Pacudah, Ky.—The city council has decided to have a public vote at the November election on the question of issuing \$100,000 of park bonds.

Pauls Valley, I. T.—The \$28,000 of 5 per cent. 20-year school bonds have been purchased by local banks.

Port Arthur, Texas.—The Port Arthur Canal & Dock Co. is reported to have filed a deed of trust with the Equitable Trust Co. of New York to secure an issue of \$1,000,000 of 5 per cent. 50-year bonds.

Richmond, Va.—The Henrico county board of supervisors has postponed action upon the proposition to issue \$300,000 of good roads bonds.

Riverside, Texas.—The \$8500 of 5 per cent. 20-40-year school bonds have been approved and registered.

Roanoke, Va.—The city has sold \$414,000 of refunding bonds to Rudolph Kleybolte & Co. of New York.

Sherwood, Texas.—An issue of \$2000 of 4 per cent. 15-20-year Irion county school bonds has been approved.

Smithfield, N. C.—Bids will be received by E. J. Holt until September 10 for \$5000 of 6 per cent. 20-year bonds.

Tecumseh, O. T.—The Oklahoma Bond & Trust Co. of Oklahoma City, it is reported, was awarded \$60,000 of 5 per cent. 30-year water bonds. Mr. R. J. Wox, city clerk, later writes the MANUFACTURERS' RECORD that the price bid was par, the purchaser having 30 days to take up the securities.

Terrell, Texas.—The city has voted to issue electric-light-plant bonds.

Tifton, Ga.—The election to decide the

TABLE OF CONTENTS.

EDITORIAL:	Page
Southern Breadstuff Exports.....	103
Many Small Railroads.....	103
For Industrial Training.....	103
Seaports by Nature.....	103
Second-Class Mail Matter.....	104
Protection for the South.....	104
For an Official Organ.....	104
E. B. C. Hambley.....	105
Eastern Kentucky Coal.....	105
San Francisco.....	105
Appreciation.....	105
Southern Granites.....	105
Municipal Improvements in the South and Southwest.....	105
"A Pointer for Banks".....	108
For a Cement Plant.....	108
Diversification in Concrete Construction.....	108
Passing of the Negro Servant in the South.....	108
Satisfaction at Birmingham.....	109
RAILROADS:	
New Electric Plan.....	110
New Equipment.....	110
St. Louis & Southeastern.....	110
Santa Fe's New Oklahoma Line.....	110
New Railroads Projected.....	110
Central of Georgia Report.....	110
Colorado Southern in Louisiana.....	110
Gulf & Interstate Deal.....	111
St. Joseph & Southern.....	111
Street Railway for Fayetteville.....	111
A Short Line.....	111
Knox City to Benjamin.....	111
Railroad Notes.....	111
Pennsylvania Millers.....	111
LUMBER:	
Shipments from Jacksonville.....	111
Purchases Georgia Timber.....	111
Mill Property and Timber Bought.....	111
Crossities in Demand.....	111
Big Tract Bought.....	111
Gulfport's Shipments.....	111
Turpentine Operators to Meet.....	111
Lumber Notes.....	111
FOREIGN LETTERS:	
Urges Parcel-Post Facilities.....	111
Leather Goods and Machinery.....	111
TEXTILES:	
The Calvert Cloth Co.....	112
The Klotz Branch at Lonaconing.....	112
Improvements at Rosemary Mill.....	112
Enlarging Baltimore Netting Mill.....	112
The Drayton Mills.....	112
The Cedarhurst Knitting Co.....	112
The Eagle & Phenix Mills.....	112
The Mt. Airy Cotton Mill Co.....	112
The Watts Manufacturing Co.....	112
The A. B. Saunders Mill.....	112
The Holland Manufacturing Co.....	112
Textile Notes.....	112
PHOSPHATES:	
Phosphate Shipments.....	112
Purchase Lands.....	112
MINING:	
Texas Coal Supply.....	112
Million-Dollar Marble Co.....	112
Wants Brick-Clay Lands.....	112
MECHANICAL:	
The Myers Universal Pump Jack (Ill.).....	113
The Draper Spooler (Illus.).....	113
The Stockham Sand Cutter (Illus.).....	113
For Bainbridge Trade.....	113
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	114
Building Notes.....	117
Railroad Construction.....	120
Machinery Wanted.....	121
Industrial News of Interest.....	122
Trade Literature.....	123
In Southern Arkansas.....	123
Baltimore's New Abattoir.....	124
The Iron and Metal Trades.....	124
Another Furnace in Alabama.....	124
An Engine Plant.....	124
Will Build 1500 Steel Cars.....	124
To Install an Ice Plant.....	124
FINANCIAL NEWS:	
Review of the Baltimore Market.....	124
Securities at Baltimore.....	124
Southern Cotton Mill Stocks.....	124
Moody's Manual for 1906.....	125
New Corporations.....	125
New Securities.....	125
Financial Notes.....	40

question of issuing \$13,000 of Tift county jail bonds failed to carry.

Tioga, Texas.—The \$12,000 of 5 per cent. school bonds have been sold to the State Board of Education at par and interest.

Tuscaloosa, Ala.—At the November election Tuscaloosa will vote on the proposed issue of \$100,000 of courthouse bonds.

Tyler, Texas.—Mayor Jno. H. Bonner informs the MANUFACTURERS' RECORD that the city has just sold \$30,000 of 5 per cent. refunding bonds to take up \$13,000 of 7 per cents and \$17,000 of 6 per cents maturing this year.

Vicksburg, Miss.—Bids will be received by J. D. Laughlin, chancery clerk, until noon September 4 for \$6600 of 5 per cent. 5-20-year Warren county bridge bonds.

Warrenton, Va.—The \$25,000 of water-works extension bonds have been voted by the people.

Waycross, Ga.—Bids will be received by A. M. Knight, mayor, until 10 A. M. September 15 for \$100,000 of 5 per cent. 30-year school, street, water and sewer bonds.

[For Additional Financial News, See Page 40.]

[illegible]